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OPEN SPACE CONSERVATION SCENIC HIGHWAYS ELEMENTS



CITY OF SAN BRUNO • CALIFORNIA

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OPEN SPACE, CONSERVATION, AND SCENIC HIGHWAYS
ELEMENTS OF THE GENERAL PLAN

PLANNING DEPARTMENT
SAN BRUNO, CALIFORNIA

January, 1974

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RESOLUTION NO. 1974- 7

OPEN SPACE PLAN

The City Council of the City of San Bruno hereby approves and adopts the Open Space, Conservation and Scenic Highways Elements of the General Plan of the City of San Bruno, a copy of which is attached hereto marked Exhibit "A" and made a part hereof.

---0o0---

I hereby certify that the foregoing Resolution No. 1974- 7 was duly and regularly passed and adopted by the City Council of the City of San Bruno at a regular meeting held the 31 day of January 1974, by the following vote:

AYES:

COUNCILMEN Barnard, Christal, Corev, Governale, Kozkowski

NOES:

COUNCILMEN None

ABSENT:

COUNCILMEN None

Norma Paulsen
DEPUTY CITY CLERK

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their acreage and whether certain parcels can be used for parks to meet residents' needs. The report discusses preservation of natural resources on pages 8 through 20. The cumulative impact of this document would be such that the residents have an increased ratio of open space per person; a scenic highway plan will be adopted, and policies relating to the conservation and preservation of natural resources will be adopted.

ENVIRONMENT OF THE PROPOSED ACTION

Adoption of this document by the City Council will enhance San Bruno's environment. The plan proposes that additional park land be purchased, that scenic highways be adopted, that open spaces be protected, and other recommendations beginning on page 69.

ADVERSE ENVIRONMENTAL FACTS WHICH CANNOT BE AVOIDED IF THE PROPOSAL IS IMPLEMENTED

Adverse effects will be discussed in the public hearing process. Therefore, details of the adverse environmental effects would be located in the Planning Commission and City Council minutes for these hearings. It is expected that both bodies will find alternatives to adverse effects and incorporate them into these General Plan Elements.

MITIGATING MEASURES PROPOSED TO MINIMIZE THE IMPACT

Since this plan seeks to provide for park land and open spaces for public use and to formally adopt objectives to provide for the needs of the public, and also increase the beauty of the city streets and protect areas in need of conservation, the report itself, upon adoption by the City Council, would be a mitigating measure as contrasted to leaving the cityscape as it exists.

ALTERNATIVES TO THE PROPOSED ACTION

Alternatives to this action could be the public desiring to increase the amount of open space in each neighborhood or to decrease the proposal of 2.1 park acres per 1,000 persons. If the public desires to have increased amount of open space per neighborhood, they then must be prepared to accept the increased burden for these acquisition requirements. The reasons for the staff proposal for 2.1 acres of parks per 1,000 persons are discussed on page 24.

The concept of "No Project" cannot properly be considered because the elements are required by State law.

THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG TERM PRODUCTIVITY

The cumulative and long term effects of this project are such that those neighborhoods in San Bruno that do not have park land or open spaces will receive the highest priority for same. In this manner, these residents will have received and advantage from this document in terms of increased open space and park land they would not have otherwise received.

This project is justified at the present time for the following two reasons: (a) The residents of San Bruno have need for proper inventory of parks and open spaces and of each neighborhood's needs; and, (b) State law requires this report be done at the present time.

ANY IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTIONS SHOULD IT BE IMPLEMENTED

The irreversible environmental changes involved are primarily the acquisition of additional park land by the City of San

Bruno. It does not appear that once the City has acquired this land that the City would ever sell it for private development.

It is unlikely that irreversible damage would result from environmental accidents associated with the project because much of the project is devoted to obtaining land for recreation and retaining open spaces in much of their natural state.

THE GROWTH-INDUCING IMPACT OF THE PROPOSED ACTION

By acquiring present open spaces for park lands for the city, said lands will therefore not be available for private development and thus, not increase the growth of San Bruno by adding new residents.

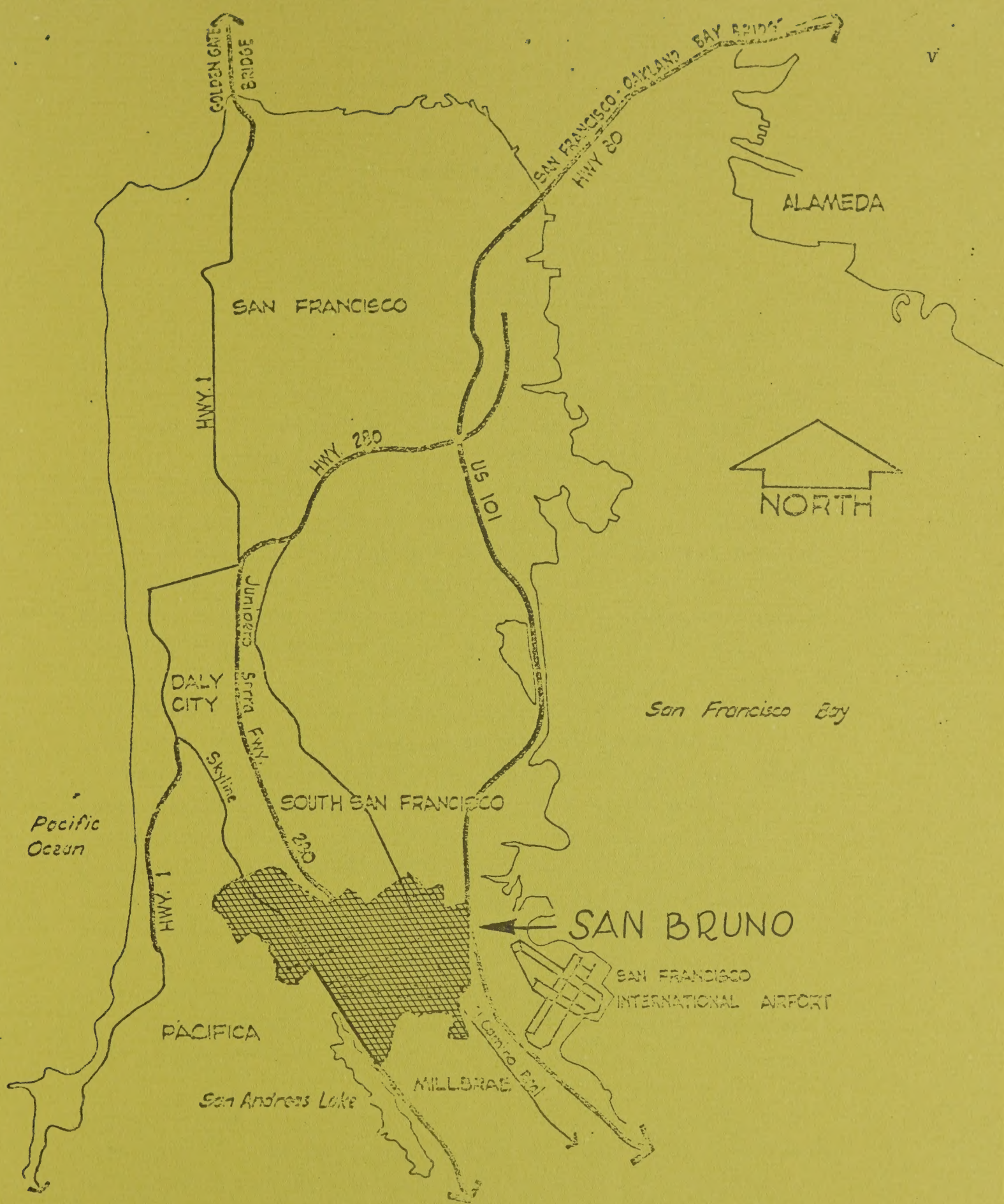
One characteristic of this General Plan amendment would be an increased interest on the part of residents of the various neighborhoods as they become aware of their lack of open spaces. This will increase pressures from these groups to acquire and develop these parcels.

WATER QUALITY ASPECTS

Water resources and water quality are discussed on page 9.

ORGANIZATIONS AND PERSONS CONSULTED

Persons consulted in the preparation of this report are contained in the Bibliography.



REGIONAL SITE LOCATION MAP

FIGURE 1

Chapter I

INTRODUCTION

FRAMEWORK FOR ANALYSIS

Definition of Open Space

To some persons, open space symbolizes the glories of nature as found in the oceans or the mountains and to others, the term depicts the scene of a neighborhood park, golf course, or back yard. While open space is associated generally with aesthetic and recreational purposes, open space is also vital to the conservation and production of natural resources and to the general health, safety, and welfare of the public. Open space can be either public or private space, and can be used for many different purposes.

In a very broad sense, open space is the term used to classify spaces of land, water, and air which are undeveloped or predominantly undeveloped in an urban area. The term open space is not synonymous with the word park. A park is one kind of open space. Other types include rolling hills, seashores, forests and similar undisturbed areas of the natural environment. Certain open spaces, such as parks, can be used physically for the enjoyment of individuals. Other open spaces are suited only for visual use either because the space is unsafe for use or because physical or intense use of the site would disrupt the scenic and natural quality of the open space.

Importance of Open Space

Open space has become a major concern nationwide to citizens and governmental bodies over the last decade. Open space, once taken for granted, has become recognized as a valuable

resource, yet a limited resource, and an essential element in efforts to maintain and improve the character and quality of the environment. Open space is important to different entities for various reasons.

To the Individual. Open space is important not only for the recreational opportunities it may provide, but for the psychological and visual relief it provides in a crowded urban area. Although the psychological benefits of open space vary with the individual, open space does provide light and air which are health requirements for all. An individual's needs for open space are greater now than in previous years because of the population increase necessitating greater urbanization, greater mobility, higher incomes, and increasing leisure time.

To the City. Increased open space demands make it necessary for a city to recognize and evaluate the importance of open space in relation to other city decisions. The open space system contributes to a city's image and identity, and can have an economic impact on the city. A city's park and recreation needs should not be sacrificed to meet economic pressures for more intensive utilization of land. Furthermore, open spaces are essential to the city's efforts to preserve its natural resources.

To the State. Open space has been declared important by the State Legislature for the following reasons:

- (a) That the preservation of open-space land is necessary, not only for the maintenance of the economy of the state, but also for the assurance of the continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation, and for the use of natural resources.

- (b) That discouraging premature and unnecessary conversion of open-space land to urban uses is a matter of public interest and will be of benefit to urban dwellers because it will discourage noncontiguous development patterns which unnecessarily increase the costs of community services to community residents.
- (c) That the anticipated increase in the population of the state demands that cities, counties, and the state, at the earliest possible date, make definite plans for the preservation of valuable open-space land and take positive action to carry out such plans by the adoption and strict administration of laws, ordinances, rules and regulations as authorized by this chapter or by the other appropriate methods...¹

To the Nation. The need for open space takes on national importance when it comes to the protection and management of the country's resource base. Preservation and efficient use of the land, air, and water requires not only the cooperation of all governmental units, but a conscious effort on the part of all individuals throughout the nation.

Elements of the General Plan

Recognition of the importance of open space and the need for its preservation have brought about increased legislation and regulations pertaining to open space. In California, state legislation requires each city to prepare and adopt an open space element. The purpose of the element is to designate open space, open space needs, and set priorities. State legislation also requires that cities prepare an action program and an open space zoning ordinance to implement the open space element. San Bruno has prepared the open space ordinance.

¹ Government Code of the State of California - Section 65561.

The open space element is one element of the City's general plan. Other parts of the general plan include the elements such as land use, circulation, housing, conservaton, seismic safety, noise, scenic highways, and public safety. The open space element must be coordinated with the other elements of the general plan and interrelated areas must be given special attention. In this document the required open space, conservation and scenic highways elements are combined because of their interrelationships. Open spaces are essential for the implementation of both the conservation and scenic highways elements, so the combined approach is considered appropriate.

Classification of Open Space

The Government Code of the State of California² classifies open space into the following major uses:

- Open space for the preservation of natural resources
- Open space for the managed production of resources
- Open space for outdoor recreation
- Open space for public health and safety

For purposes of simplification, the Open Space, Conservation, and Scenic Highways Elements for San Bruno will follow these same major classifications with major emphasis described as follows:

Open space for the preservation of natural resources is concerned with the conservation of water and vegetative resources, harbors, fisheries, wildlife, minerals, soils, and other natural resources. Under this classification of open space, the City includes the Conservation Element of the General Plan.

² Government Code of the State of California - Section 65560.

Open space for managed production of resources is concerned with forest and agricultural lands, major mineral deposits, and water supply lands.

Open space for outdoor recreation is concerned with park and recreation areas, natural reservations, and areas of historical and cultural significance. It includes general open spaces that serve as visual amenities. The Scenic Highways Element is included in this category and focuses on scenic corridors of local and regional importance.

Open space for public health and safety focuses on areas which involve fire hazards, geological hazards, water and air quality protection and areas in airport flight path and protection zones. In this category, open space deemed necessary for the public welfare of the people is discussed.

GOALS AND OBJECTIVES

Goals

It is necessary to establish broad goals for the Open Space, Conservation, and Scenic Highways Elements and to determine specific objectives which will guide the development of an action program.

The main purposes of the combined elements are identified in the following seven goals:

To recognize open space as an integral part of planning for the overall improvement of the city.

To generate an awareness through public discussion of the importance of open space that will guide both public and private actions.

To recognize that open space fulfills basic human needs--psychological, physical, social, educational, and safety--and to establish a firm commitment to fulfill these needs for this and future generations.

To recognize that open spaces are essential for the conservation of the city's natural resources.

To provide a framework for establishing development policies that will respect and protect the natural environment.

To recognize the areas of overlapping jurisdiction with respect to open space and, wherever possible, coordinate the city's plan with efforts of other agencies.

To establish a thinking process whereby open space needs can be periodically re-evaluated.

Objectives

Under each of the use classifications for open space, certain objectives of the plan are identified.

Preservation of Natural Resources

- To protect common native species of plants and animals.
- To recognize the educational benefits derived from the preservation of natural systems.
- To protect vegetative resources of scenic and windbreak value.
- To determine existing water, mineral, and soil resources and establish measures which will prevent the abuse or misuse of these resources.
- To preserve areas of unique ecological significance.

Managed Production of Resources

- To investigate the need for managed production of forests, agricultural lands, and water supply lands as may be deemed necessary by the city or other applicable governmental bodies.

Outdoor Recreation

- To protect recreation and park lands from conversion to other uses.
- To establish a city-wide system of parks planned for the convenient use and access of residents.
- To provide land for a wide variety of recreational activities in the open spaces.
- To locate parks adjacent to schools to obtain joint usage of facilities for the mutual benefits of service, safety, convenience, and greater use return to the taxpayer.
- To preserve sites of historical and cultural significance.
- To protect scenic and vista areas along highways and streets.
- To designate local scenic corridors and suggest ways to improve the landscaping of these corridors and to increase aesthetic appeal.
- To acknowledge citizen open space needs and desires.
- To designate as general open space, certain areas that provide visual relief from urban activity.

Public Health, Safety, and Welfare

- To preserve as open space, areas that are subject to seismic activity, erosion, flooding, fire, and other hazards to man.
- To use open space as a buffer to provide transition between land uses.
- To provide visual and physical linkages of the open spaces.
- To suggest methods whereby open space can be preserved in the surrounding areas of future residential, commercial, and industrial development.
- To investigate various methods of promoting open space for the mitigation of noise and air pollution and for the maintenance of the City's microclimates.

CHAPTER 2

OPEN SPACE FOR THE PRESERVATION OF NATURAL RESOURCES

Natural resources rarely exist undisturbed in an urbanized area. Conservation of natural resources has been overlooked in the development of many cities. In San Bruno a variety of natural resources do still exist in a limited quantity, and it is essential that the City conserve these resources.

WATER RESOURCES³San Bruno's Present Water System

Depletion of the water resources is a problem some people feel will not occur until some time in the far distant future, but the City of San Bruno has been concerned about future water sources for several years. The City's water comes from two systems: the City owned and operated wells and the Hetch-Hetchy System, which is made available by contract from the San Francisco Water Department. Generally, the well system serves San Bruno east of Interstate 280 and Hetch-Hetchy serves west of Interstate 280 with some variations in this boundary.

Quantity of water supply. The whole water system serves all of San Bruno plus auxiliary connections to the North Coast County Water Department. The City had a total of 11,080 service connections as of June, 1973.

The well system supplied 6,259 service connections and the Hetch-Hetchy system supplied 4,821 service connections in San Bruno. The annual output from the well system was 1,730,000 100-cubic feet units (1,297,500,000 gallons), and the

³ The Water Resources section was written with assistance of Wilfred Lowe, Assistant Director of Public Works, City of San Bruno

City purchased 1,236,500 100-cubic feet units (927,375,000 gallons) from the San Francisco Water Department. The City has 9 water storage reservoirs, for a total capacity of approximately 8 million gallons.

Water quality. The water from San Bruno's well system is relatively hard compared to the water from the Hetch-Hetchy source. The well water is hard as a result of mineral content, but it is below the maximum allowable mineral content as specified by the State Department of Public Health. Generally, the San Bruno well water is good-quality potable water, suitable for domestic use. Water softeners are recommended for water from the well system for the purposes of economy and comfort and to offset the sudsing factor.

The water obtained from the San Francisco Water Department is relatively soft water obtained from melted snow at Hetch-Hetchy in the Sierra Nevada Mountain Range.

Well system. The well system is dependent upon the San Bruno Creek Watershed, Huntington Creek Watershed, and the Crystal Springs Watershed (see map). These three watersheds within the city limits extend easterly from Skyline Boulevard. These watersheds recharge through natural drainage channels and provide additional sources into the existing North Peninsula ground water table trough that runs north and south under lower San Bruno.

The wells are located near the trough, but the City cannot indefinitely depend upon the trough water for two reasons:

1. If the water table continues to drop without recharge, the supply at the trough will become limited;
2. The possibility that a breach will be created by an earthquake between the Peninsula trough and Bay waters, contaminating the Peninsula trough storage.

Currently, the City is locating well sites out of the trough area. For instance, a new well in the City Park is pumping from water bearing strata from the ancient creek bed of the Crystal Springs watershed, prior to reaching the North Peninsula water table trough. Other new well sites are also proposed to be located outside the limits of the trough in the three watersheds.

A fourth watershed exists between Skyline Boulevard and Sweeney Ridge and is being utilized by San Francisco Water Department as a natural resource by runoff into the San Andreas Lake region. The watershed lands extending from Skyline Boulevard to Sweeney Ridge are the property of the City and County of San Francisco, but are considered part of San Bruno's sphere of influence. It is the opinion of the San Bruno Planning Department that the City should support policies which would allow the San Francisco Watershed lands to remain as relatively undisturbed open spaces.

Hetch-Hetchy system. The underground well water can only support part of San Bruno's population. The remainder of the City's water is gained from the Hetch-Hetchy system. Although some southern areas of San Mateo County are not guaranteed water supply from Hetch-Hetchy beyond 1982, San Bruno's contract provides for a water supply from Hetch-Hetchy beyond 1982 at the present city demand. However, in the event of a breach or loss of water table, the City's contract with the San Francisco Water Department allows additional demand to supply lower San Bruno up to the City's needs.

There is a general provision for an increase in supply up to the limits of San Francisco's potential. The main concern

for San Bruno, being northerly of the San Francisco Water Department reservoir, is whether or not a much greater demand beyond the San Francisco Water Department's potential would be available if the city limits were extended incorporating more acreage for development. The maximum potential supply from Hetch-Hetchy is not known at this time. Studies are being conducted to develop future potential such as the possibility of additional storage capacity in the Sierra Nevada Mountain Range, and increased storage capacity at Crystal Spring's Reservoir.

Studies for the development of alternate sources of supply other than Hetch-Hetchy are also presently being conducted by the San Francisco Bay Area Water Users Associaton and Peninsula Water Agency. Under consideration are the following alternate sources:

1. The California Water System from the Feather River Aqueduct System.
2. Distillation of sea water including electric generation.
3. The use of reclaimed waste water either through distillation or recharge into subsurface storage.

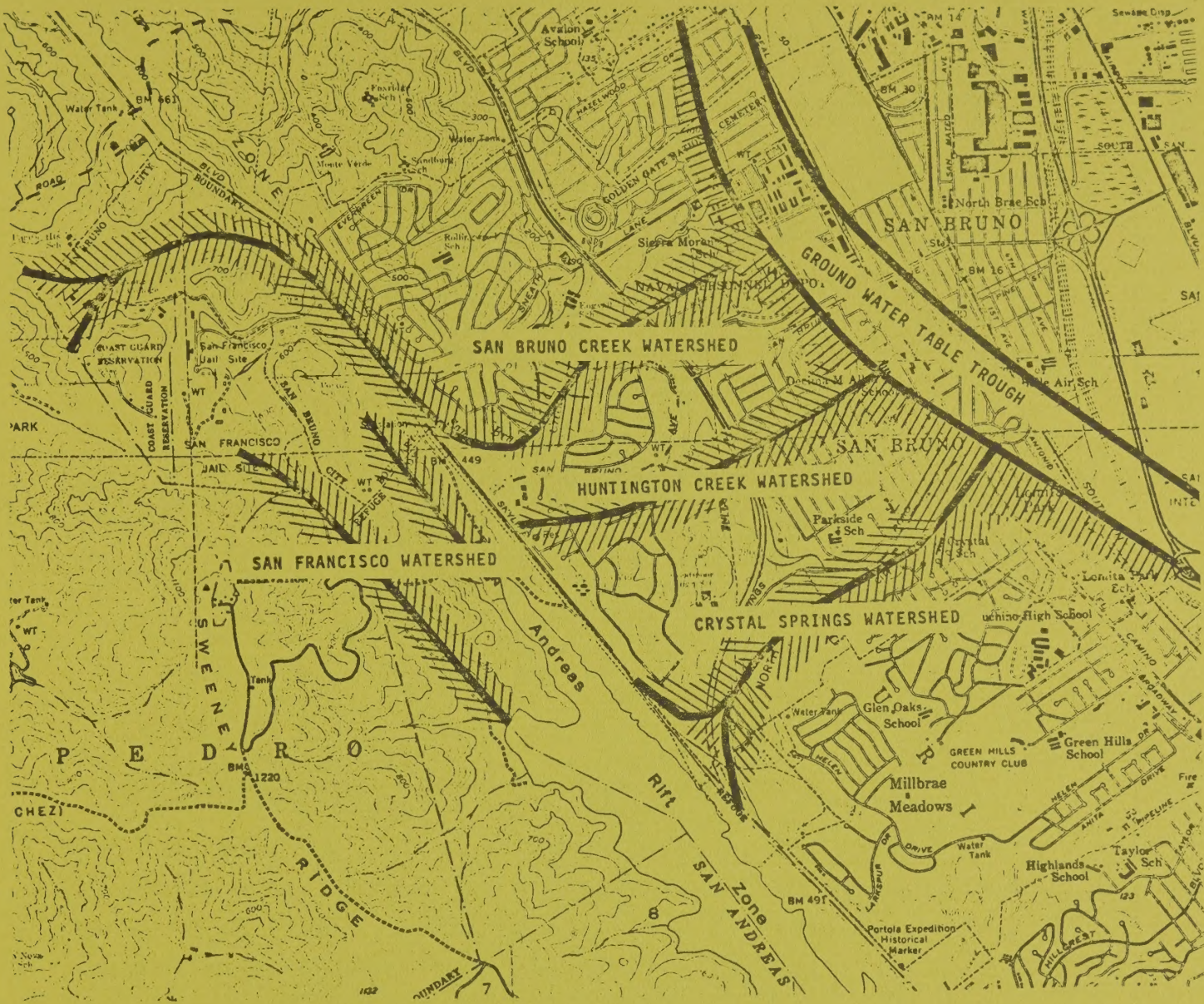
Future Water Sources

Now, and in the future, the City has a vested interest in the preservation of open spaces within the three major watersheds, and it is important that the City of San Bruno have a direct influence on any decisons made concerning the land area west of the City limits extending to Sweeney Ridge. Open spaces in the watersheds are necessary for future well sites, as well as for preservation of natural resource areas.

The San Bruno outlook on water from the San Francisco Water Department is adequate for the City's present demands. The development at Bayhill is estimated to require 40 gallons of

water per person per day compared to residential needs of 70 gallons of water per person per day (average for 12 months). Records indicate that demand for water in San Bruno has peaked and levelled off in the last four years. Engineers state that resident reduction in persons per home (now approximately $2\frac{1}{2}$ persons) and a change in climatic conditions are the primary reasons for the lower demand. The City, at present, does not anticipate any greater demand for water. Future residential subdivisions in San Bruno will not appreciably affect the demand for water. The developments at Bayhill have already been anticipated and no further increase in demand is expected.

While no greater demand for water is expected, it is important that the City continue to be alert to events or developments that would substantially increase the City's need for water. The City has been and must continue to work actively with the twenty-six members of the San Francisco Bay Area Water Users Association and the water agencies of San Mateo County so that a regional approach to the preservation of water resources can be developed.



OPEN SPACE CONSERVATION SCENIC HIGHWAY	WATER RESOURCES	City of San Bruno
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VEGETATIVE RESOURCES

Most of the land in San Bruno (84%) has been developed for urban uses. Natural vegetation remains in a few areas left undeveloped. There are no commercially valuable timber resources. The last remaining plant/nursery fields and floriculture greenhouses have recently been discontinued and are being converted to urban uses. On the San Francisco Jail lands west of San Bruno agricultural crops are maintained.

Plant resources can be classified in two major settings:

The cultivated setting, such as gardens, landscaped areas, developed parks, and areas in the process of development.

The natural setting, with a predominantly natural growth pattern of indigenous species and communities and naturalized introduced species, in areas such as undeveloped park and open space lands, windbreaks, and remaining undeveloped land,

Importance of Vegetation⁴

Vegetation is important for the preservation of other natural resources, such as water and wildlife. It is valuable to control erosion, protect water quality, prevent siltation of drainage courses and receiving waters, and to slow runoff to maximize ground water percolation and minimize flooding. Vegetation is essential to provide habitat for wildlife in the cultivated setting for indigenous and migrating birds, and in the natural setting, for the shy and less adaptive species of wildlife which cannot survive without the protection of vegetation or the distinct habitat its type provides. Vegetation within the urban setting moderates

⁴ The section on the Importance of Vegetation was written with the assistance of Elinor Larsen, Environmental Committee, San Bruno, with reference to The Physical Setting of San Mateo County and The San Mateo County Environment edited by Maryann Danielsen.

climate by reducing extremes of heat, wind and aridity, and enhances air quality through carbon dioxide/oxygen exchange. Vegetation modifies the visual landscape by introduction of texture, color and scale, and provides a unifying element to urban development. Vegetation, in sufficient quantities is considered important in noise absorbtion.

Plant Communities

The plant communities native to San Bruno which still exist are the Chaparral, Grassland, and Broadleaf/Riparian Woodland:

1. Chaparral. Chaparral areas are characterized by heavily branched shrubs including scrub oak, chamise, and low branched shrubs such as coyotebush and poison oak. The Chaparral vegetative type is located on the dry south and east facing slopes.
2. Grassland. The Grassland vegetative type is represented by the Coastal Prairie plant community. It is generally found in the higher elevations and western areas.
3. Broadleaf Forests (Riparian Woodland). The Broadleaf Forests are characteristic by California buckeye and laurel and other deciduous plants. In general, wildlife nesting and feeding sites are plentiful in the Riparian woodlands.⁵

Because remainders of the original San Bruno natural environment are limited and of unique educational value in understanding natural systems and interrelationships, efforts should be made to protect remaining natural areas from interference by man-induced forces, particularly in acreages large enough to maintain natural integrity. Species not

⁵ San Mateo County Planning Department, Open Space and Conservation Elements of the General Plan of San Mateo County (proposed - October, 1973) pp. 102-104.

indigenous to the natural communities should not be planted in these areas.

Other Vegetative Resources

The City parks contain both indigenous and introduced California natives: Wild Lilac, Coast Live Oak, Toyon, Buckeye, Jenesta, Elder, Wild Cherry, Coast Redwood, Monterey Pine, and Arizona Cypress.⁶ Improvements in San Bruno's parks and park sites must be made in a manner that preserves these native trees. For instance, in Buckeye Park, twenty-five Coast Redwoods have been planted as a Redwood Remembrance Retreat and these trees should be preserved.

On other City-owned parcels, Eucalyptus and Pine trees are scattered. Most of these parcels, particularly in the Crestmoor region, have been zoned as open space. The City must now strive to preserve these vegetative resources. Although parts of some of these parcels are developed, these parcels should be maintained as open spaces for the preservation of natural resources.

In addition to these public lands, certain private lands contain important vegetative resources. Portions of the Evergreen Windbreak and the Monte Verde Corridor are private open spaces in Rollingwood. The Evergreen Windbreak, extending from Fleetwood Drive to east of the Carl Sandburg School, is a corridor of evergreen trees which provide a windbreak and visual relief. The windbreak is of particular importance due to the high winds which predominate in upper

⁶ See Appendix A for list of California Natives in San Bruno Parks.

Rollingwood. The City should adopt a policy to preserve the windbreak and provide funds for necessary maintenance.

The Monte Verde Corridor, extending from northwestern City limits southerly between Fleetwood and Oakmont Drives to Riviera Court, is a series of long, narrow, privately-owned single-family lots. The rear slope of these lots is randomly landscaped, and the City should help preserve these slopes and consider planting more trees on the slope. With a joint property owner-City effort, the Monte Verde Corridor can be developed as an attractive visual open space, and also provide a natural habitat for small wildlife. A joint program for the maintenance of these slopes is also necessary.

Other areas of vegetation exist on the proposed scenic corridors for the City.⁷ Some of these trees have long stood on the streets of San Bruno and others may be added in conjunction with the Scenic Corridor proposals. A strict policy for preservation of these trees must be maintained.

WILDLIFE

Habitat

Habitat is the area or type of environment in which an organism or biological population normally lives. The basic elements of habitat are water, vegetation, climate, and food.

In San Bruno conversion of land to urban uses has eliminated habitats which supported more numerous and diverse wildlife populations than presently exist. In some less developed areas in the City, wildlife continues to find habitat.

⁷ See Chapter 4, Scenic Corridors.

Mammals

To some extent, the Black-Tailed Jack Rabbit, Deer Mouse, California Meadow-Mouse, Coyote, and Raccoon can occasionally be found in the Crestmoor Canyon area and Junipero Serra Regional Park. If areas of the canyon are developed for recreational purposes, care is needed to minimize disruption of this habitat. In the Junipero Serra Regional Park the Gray Fox, Valley Pocket Gopher, Brushrabbit, Coast Deer, Bobcat, and Virginia Opposum, can be seen at times.

The Junipero Serra Regional Park is considered an important resource area and efforts should be made to maintain the wildlife and natural habitat of the park. Also the San Francisco Watershed, to the west of the City, is a designated State Wildlife Refuge.

Birds

Certain avians have found nesting places within the City's parks and general open spaces. Species common to Chaparral include California Quail, Chestnut-backed Chickadee, California Thrasher, and the Rufous-sided Towhee. In Grasslands, the Brewer's Blackbird and Mourning Dove are sometimes found. Other birds include Allen's Hummingbird, Robin, Bluejay, Mockingbird, and Acorn Woodpeckers.

Reptiles and Amphibians

A few reptiles and amphibians find habitat in San Bruno. These include the Pacific Gopher Snake, Arboreal Salamander, and Western Toad.

Rare and Endangered Species

According to State designations of endangered species, four are found in San Mateo County. The San Francisco Garter

Snake (*Thamnophis sirtalis tetrataenia*) is an endangered species known to find habitat in San Bruno. The snake is generally found west of Skyline Boulevard.

While there are no major species to protect, within the City limits, preservation of this variety of wildlife is an important goal. Before there is major disruption of important habitat, such as riparian communities, grassland, and chaparral, the City should consider the effects on wildlife. To insure a habitat for the small wildlife, the City can limit the number of trees to be removed in a given year and establish a program for tree replacement. On City-Owned spaces, the City may want to sow wildflower seeds as a natural feed for birds.

OTHER NATURAL RESOURCES

There are no harbors or fisheries for which the City is responsible. There are no major mineral deposits in San Bruno.

Although there are no agricultural uses remaining in the City, conservation of the soil is still essential. The City should try to prevent erosion and sedimentation problems. The city should require detailed soils reports as part of Environmental Impact Reports to assure that proposed uses are compatible with soil capabilities. Enforcement of the City's grading ordinance is another step toward conservation of soil.

NATURAL RESOURCE AREAS NEAR SAN BRUNO

San Bruno residents have available several important open space and resource areas to the west. The San Francisco

Jail Site is an important link between publicly-owned open space lands: The San Francisco Watershed to the south, San Mateo County's recently acquired Coast Guard Site to the west, and Sharp Park Golf Course to the west. Any future change in use of this land should provide an open space corridor between these open space lands. Therefore, if the jail lands become available for private use, the City should provide for an open space corridor in the subdivision process.

Previously mentioned, the San Francisco Watershed lands are important in the preservation of water resources and wildlife habitat. The City must have input into any recreational plans developed for the watershed region. Extensive man-made recreational development in the watershed could be harmful, but provision for passive recreation such as equestrian, biking, and hiking trails might be appropriate. Some trails already exist for use by groups upon securing a permit from the San Francisco Water Department. San Bruno should support efforts to maintain the present ecological balance of this area.

Chapter 3

OPEN SPACE FOR THE MANAGED PRODUCTION OF RESOURCES

The category of Open Space for Managed Production of Resources is of less importance because there are no agricultural uses in San Bruno. As mentioned earlier, there are no forest lands, mineral deposits, or fisheries for which managed production is necessary within the city. In the conservation section of this report, the importance of the managed production of water resources has been discussed. It is important for the City of San Bruno to continue to support county and regional efforts in the management of water and all other resources.

Chapter 4

OPEN SPACE FOR OUTDOOR RECREATION

PARKS AND GENERAL OPEN SPACES

Types of Parks

Open space for conservation purposes can be evaluated on a city-wide scale, but open space which requires planning of recreational facilities must be evaluated in terms of the service radius of the facility. A park service radius can range in size from a national park such as Yosemite National Park to a tot lot located on a specific residential lot. Cities are usually most concerned with parks at the community and neighborhood level.

As the size of parks vary, similarly the types of activities available at a park vary in scope. For example, all neighborhood parks are not the same. Determining what facilities are necessary to constitute an adequate park is not within the scope of this report. In this study, a park is public land on which the terrain permits active or passive recreational use of the site. A park site is land owned by the City for a future park but not presently useable for recreational purposes.

Neighborhood Parks. A neighborhood park has a much smaller service radius than a city park. The facilities of a neighborhood park must be tailored to the age, needs, and desires of nearby residents. In most cases, neighborhood parks are used by diversified groups. Sufficient space is needed for recreational facilities to allow for both active and passive use. Recreational facilities should be

combined with school facilities, where possible. Safe and convenient access should be provided to parks so residents will not have to cross major highways, railways, or other pedestrian hazards.

Central to the evaluation of a neighborhood park is the definition or delineation of the neighborhood. Neighborhoods are sometimes designated by the range of an elementary school or shopping center, by major streets, or natural boundaries. For purposes of determining the park needs of San Bruno, neighborhoods are delineated as being an area about one-third of a mile radius around each neighborhood park or park site.

Community Parks. A city or community park is at least 15 acres in size and provides indoor and outdoor facilities. San Bruno's City Park is designed to serve the entire city's population and also act as a neighborhood park for nearby residents.

Regional Parks. A regional park conserves a large area of open space and provides large multi-purpose facilities for a diversified public. The park primarily serves residents in a metropolitan center or those who can reach the park in one hour's time.

Park Standards

There is little agreement among authorities about the precise levels of local park acreage which should be supplied to a given population. The National Recreational and Parks Association recommends one acre of park and recreation space for each one hundred population, and one-quarter of a mile

maximum service distance for a neighborhood playground.⁸ The National Recreation Association general standard is five acres per 1,000, and many cities in California have standards ranging from one acre per 1,000 persons to five acres per 1,000 persons. Each city must establish its own park acreage standards in relation to other priorities.

Park Standards for San Bruno

According to the up-dated San Bruno land use figures for 1973, 84% of the land is already developed for various urban uses. Unlike some cities, San Bruno does not have vast amounts of remaining open space. The determination of park standards must be based on a balance between what is realistically available in terms of park land and what is necessary to satisfy the needs, desires, and general health and welfare of the residents.

San Bruno has seventeen parks, park sites, and tot lots comprising 78.0 acres. This includes six tot lots comprising 2.3 acres, ten neighborhood parks and park sites comprising 44.3 acres, and a 31.5 acre city park. Based on the 1973 estimated population of 37,700 persons, San Bruno has 2.1 acres of park land per 1,000 residents. Although not included in the total city park acreage, Junipero Serra Park with 93.3 acres, and the undeveloped Crestmoor Canyon, comprising 42.7 acres, add additional acres of available regional park land and open space.

Two acres of park land per 1,000 residents is not an ideal standard but it may be adequate in a community with easy access

⁸

Robert L. Horney, "Suggested Area Standard for Parks and Recreation," The Municipality, (June, 1966).

to a regional resource park. The most important concern, however, is not only the overall park land available to the whole city, but the distribution of park land through the city. The concept of a neighborhood park plan is based on the belief that parks should be within a reasonable walking distance for residents.

Inventory of Existing Open Spaces in San Bruno

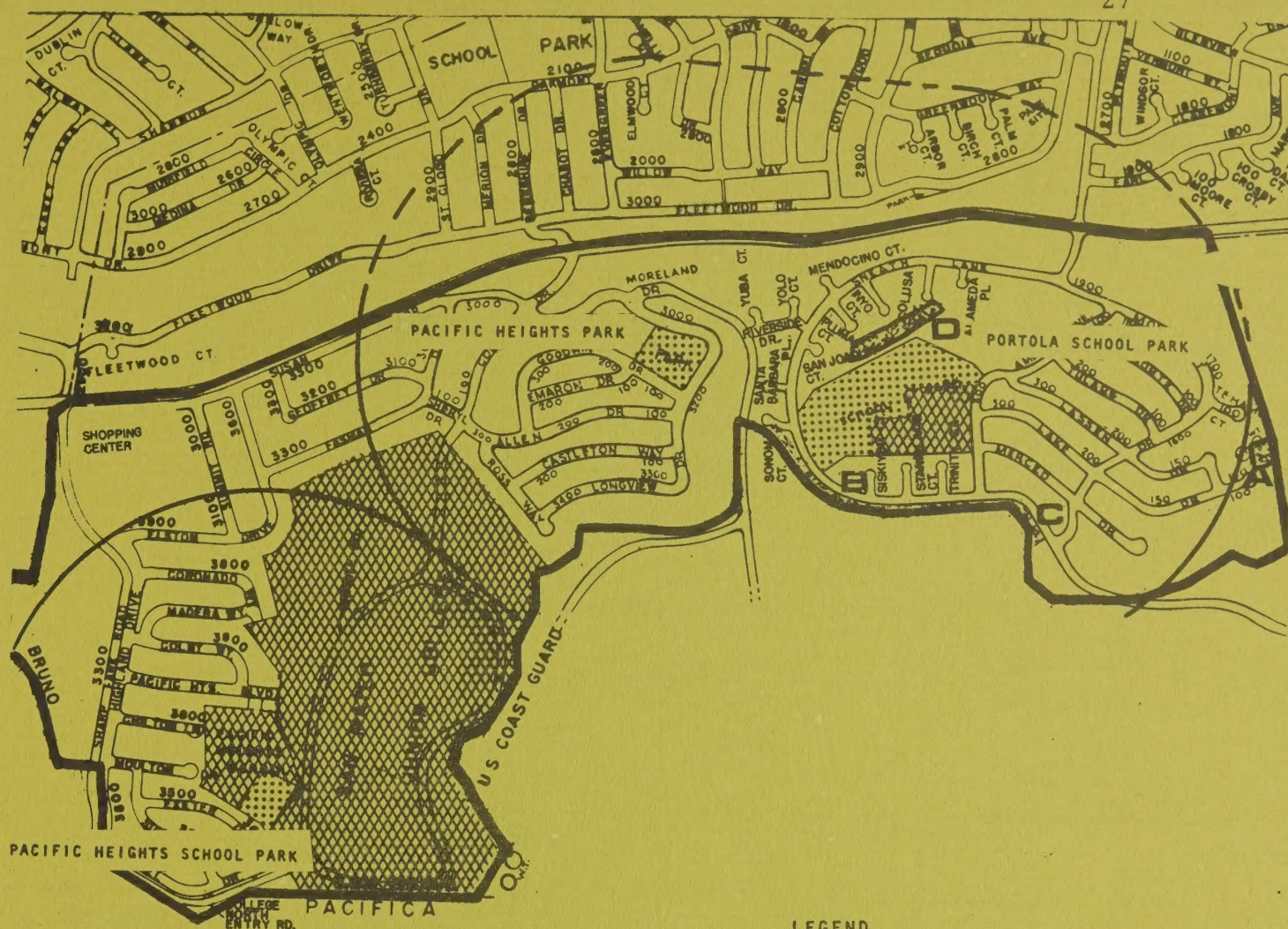
To determine if any portion of San Bruno is deficient in park needs, a detailed inventory and evaluation of parks and general open spaces throughout the city has been made. Parks, public and private open spaces, school sites and playgrounds are included in the inventory. Surrounding schools are a number of open spaces available for specific recreational use or for free play. These school areas are inventoried separately from parks to differentiate between parks and other open spaces. The inventory pertains to the amount of land and open space available. It does not include an evaluation of the recreation facilities available at the parks or park sites. Once San Bruno's needs for park land are determined, then this inventory will be a useful tool in future studies to determine the recreational needs of each park.

In the following analysis a map, summary inventory, and evaluation are given for each district. A detailed inventory, including the location, status, and area of each open space is included in Appendix B.⁹ The City has been divided into six major districts based on boundaries for

⁹ See Appendix B: Inventory of Existing Open Spaces in San Bruno.

which accurate population data is available. Within each district, neighborhoods are delineated with a radius of one-third of a mile surrounding existing neighborhood parks and park sites. Where major streets or natural boundaries impose barriers that interfere with access to parks, the service radius of the park is limited by said barriers.¹⁰ Based on park acreage and the population residing in a particular radius, the park deficiencies and surpluses are evaluated in relation to the overall City's park and park site average. Recommendations, given in the Recommendations section of this report (Chapter 6), are based on the assumption that 1.9 to 2.3 acres per 1,000 population is a reasonable goal for distribution of park space throughout San Bruno and greater amounts of park space are beneficial where possible.

¹⁰ On the corresponding maps, the service radius is shown by a circle or semi-circle. Where the radius crosses a natural or man-made barrier, the radius is depicted as a dotted line.



GENERAL OPEN SPACE INDEX

- | | | |
|----|-------------------|---|
| A. | PORTOLA HIGHLANDS | 1 |
| B. | PORTOLA HIGHLANDS | 2 |
| C. | PORTOLA HIGHLANDS | 3 |
| D. | PORTOLA HIGHLANDS | 4 |

OPEN SPACE CONSERVATION SCENIC HIGHWAY

PACIFIC HEIGHTS AND PORTOLA HIGHLANDS

City
of
San
Bruno

Pacific Heights - Portola Highlands

Summary Inventory
of Existing Open Spaces

<u>Type</u>	<u>Acreage</u>
Park/Park Sites	15.6
Useable open space at public schools	59.5
General open spaces	4.9
Total	80.0

Neighborhood Park Inventory

	Population	Proposed Park Sites	Total Park Acreage	Park Acreage Per 1,000 persons
Present	4,843	-	15.6	3.1
Future	5,500	0	15.6	2.8

EVALUATION

Based on the present needs, the subdivisions of Pacific Heights and Portola Highlands have adequate park space.

The area not only has 3.1 acres of parks per 1,000 residents, which is above the city's average, but the park space is somewhat evenly divided within the individual neighborhood boundaries. The neighborhood map shows all three parks and the residents served within one-third of a mile of each park.

Although the Pacific Heights Park and Portola School Park are close together, Sneath Lane prohibits convenient access to both parks. Because the radius served by the Pacific

Heights School Park also includes the open spaces of Skyline College, and no one resides in about one-half of the service radius, adequate open spaces are available for all residents west of College Drive, including those residents just outside the northern boundary of the area served by the Pacific Heights School Park.

Most of the undeveloped lands in Pacific Heights-Portola Highlands are scattered throughout the area and fall within the radius already served by the existing parks. It should be noted that part of the Evergreen Apartments, now under construction, is just outside the radius of Pacific Heights School Park. Recreational facilities are proposed for this apartment complex and, therefore, the neighborhood park needs of the apartment residents are somewhat less than a single family residential area. Residents on Geoffrey, Fasman, Elston and the northern border part of Susan Drives, are in a pocket outside the one-third mile radius served by a park. Expansion of bike routes to include these streets would provide residents a designated path leading to either Pacific Heights School Park or Pacific Heights Park.

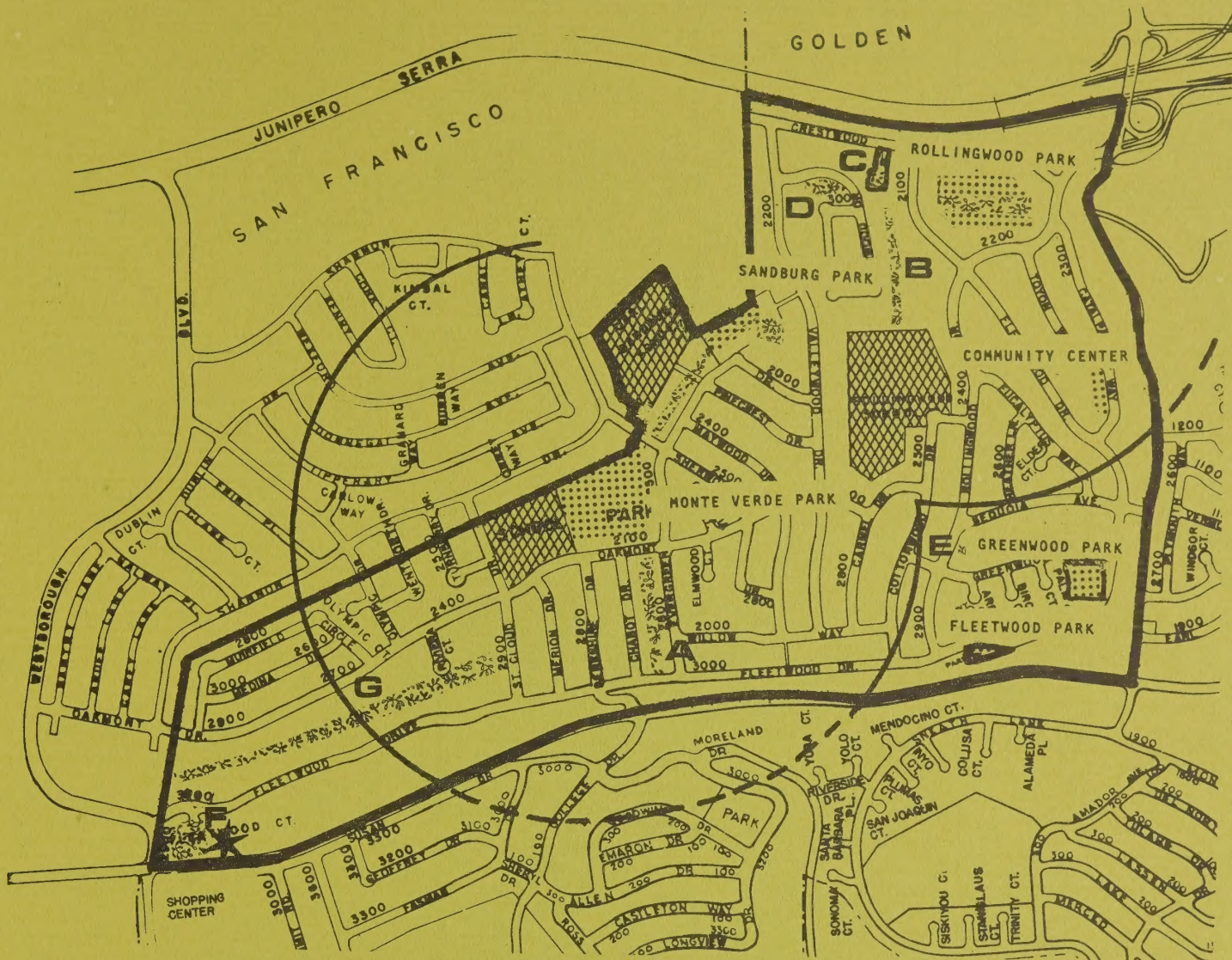
Four privately-owned open spaces are included in the inventory of this district. If at any time these sites are made available to the city, it is recommended that the land be zoned for open space. Portola Highlands Numbers 1, 2, and 3 are lands in good physical shape which would enhance the district as additional open space. Portola Highlands #4 is a slope offering poor access and high maintenance, and it is suggested that it be zoned as open space and the the City prevent any activity on the parcel.

Adjacent to Pacific Heights and Portola Highlands on the

west are lands owned by the City and County of San Francisco and San Mateo County. Although not in the city limits, these lands are in San Bruno's sphere of influence. If the jail lands are converted from public to private use, only a very low density residential district is recommended and an open space corridor should be maintained on the lands. The former United States Coast Guard Lands have been purchased by the County of San Mateo and others for park and other governmental uses.

The future needs of Pacific Heights-Portola Highlands are based on an approximate increase of 666 persons upon development of vacant land. This will increase the total population to about 5,500 persons. This population increase will cause the park ratio to drop to 2.8 acres per 1,000 residents.

In summary, the park and open space needs for Pacific Heights and Portola Highlands are adequately met, both now and in the future.

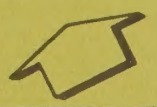


GENERAL OPEN SPACE INDEX

- A. EVERGREEN WINDBREAK
- B. ROLLINGWOOD 1
- C. ROLLINGWOOD 2
- D. ROLLINGWOOD 3
- E. ROLLINGWOOD 4
- F. FLEETWOOD COURT
- G. MONTE VERDE CORRIDOR

LEGEND

- PARK SERVICE RADIUS
- PARKS/PARK SITES
- SCHOOLS
- GENERAL OPEN SPACES
- PROPOSED PARK SITES



**OPEN SPACE
CONSERVATION
SCENIC HIGHWAY**

ROLLINGWOOD

**City
of
San
Bruno**

Rollingwood
Summary Inventory
of Existing Open Spaces

<u>Type</u>	<u>Acreage</u>
Park/Park Sites	12.7
Useable open space at public schools	15.5
General open spaces	19.3
Total	47.5

Neighborhood Park Inventory

	Population	Proposed Park Sites	Total Park Acreage	Park Acreage Per 1,000 persons
Present	6,897	-	12.7	1.8
Future	6,900	1.0	13.7	1.9

EVALUATION

Rollingwood has three neighborhood parks and three tot lots, totaling 12.7 acres. This results in approximately 1.8 acres per 1,000 residents. In addition, the inventory includes several general open spaces which enhance this area.

Preservation of the Evergreen Windbreak and the Monte Verde Corridor as open spaces is recommended.¹¹

The general open spaces described as Rollingwood 1, 2, 3, and 4 are privately-owned. If these parcels become available to the City, it is recommended that they be zoned as open

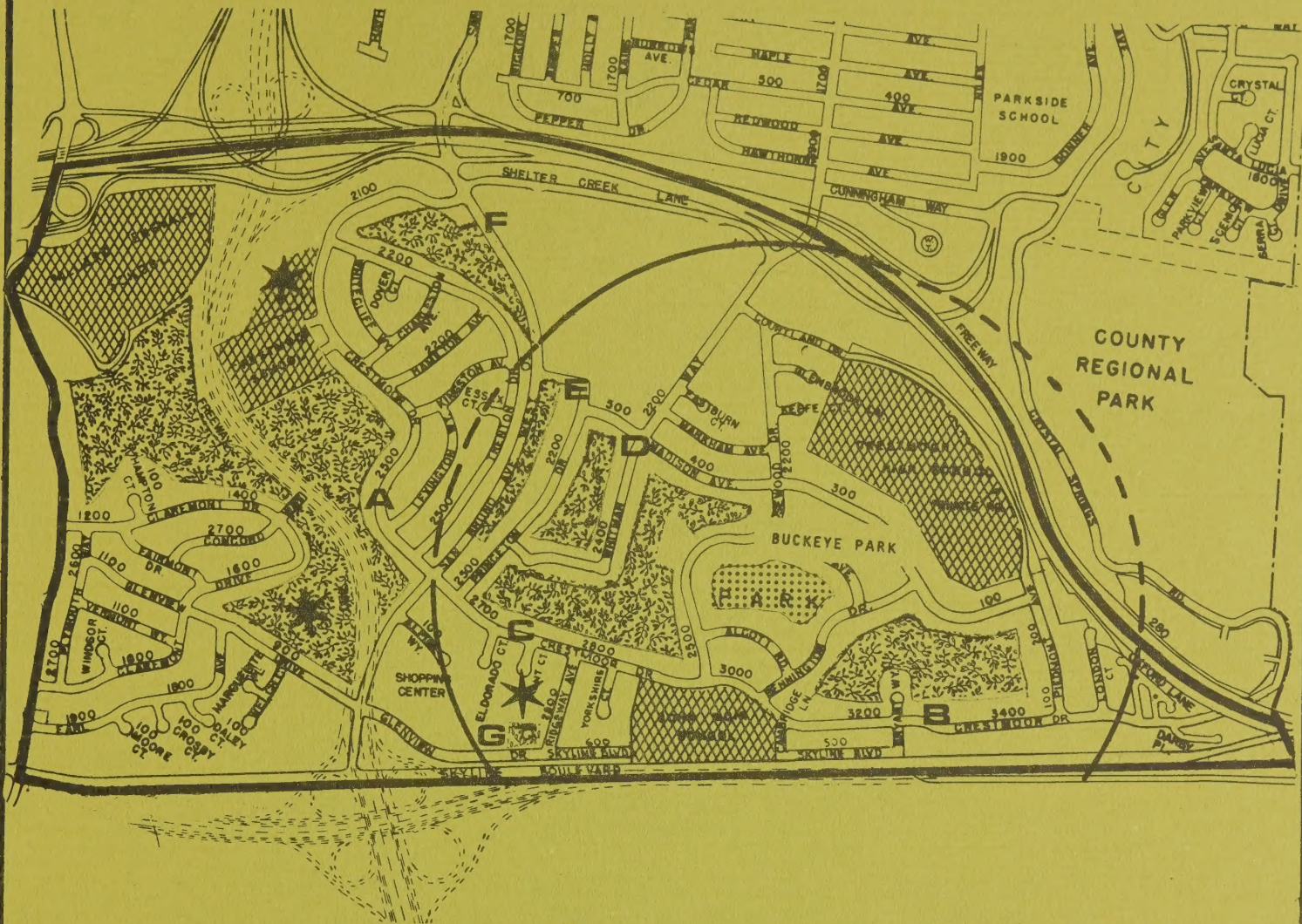
¹¹ See Chapter 2, Open Space for the Preservation of Natural Resources.

space. Rollingwood 1 and 2 have severe drainage and erosion problems and should be zoned open space for safety reasons and the City should prevent activity on these parcels. Rollingwood 3 and 4 can provide additional scenic open spaces for Rollingwood.

The map of Rollingwood shows the three main parks located on the periphery of the district. The city limits bordering Monte Verde Park and Sandburg Park limit the serving radius of both parks to San Bruno residents. Similarly, the serving radius of Rollingwood Park does not extend one-third of a mile to the north or east because Junipero Serra Freeway and Sneath Lane both impose formidable pedestrian barriers. The overall park site acreage for the neighborhood is less than the city-wide average and two sections of Rollingwood, the northwest and southwest, are not within a one-third mile radius of the major parks.

The residents west of Sequoia Avenue have easy access to both the Fleetwood and Greenwood mini-parks. Also, the proximity of Rollingwood School may somewhat ease park needs for this portion of Rollingwood. The residents in northwestern Rollingwood, however, are not served by a park but the open space at Fleetwood Court can be developed to meet the park needs of this section.

Since there are very few vacant lots in this subdivision, it is estimated that the present population is very near the maximum.



GENERAL OPEN SPACE INDEX

- A. CRESTMOOR CANYON
- B. CRESTMOOR 1
- C. CRESTMOOR 2
- D. CRESTMOOR 3
- E. CRESTMOOR 4
- F. CRESTMOOR 5
- G. TRAEGER PARK

LEGEND

- PARK SERVICE RADIUS
- PARKS/PARK SITES
- SCHOOLS
- GENERAL OPEN SPACES
- PROPOSED PARK SITES



**OPEN SPACE
CONSERVATION
SCENIC HIGHWAY**

CRESTMOOR

**City
of
San
Bruno**

Crestmoor

Summary Inventory
of Existing Open Spaces

<u>Type</u>	<u>Acreage</u>
Park/Park Sites	7.2
Useable open space at public schools	29.1
General open spaces	88.1
Total	124.4

Neighborhood Park Inventory
(South Crestmoor)

	Population	Proposed Park Sites	Total Park Acreage	Park Acreage Per 1,000 persons
Present	4,007	-	7.2	1.7
Future	4,257	0.7	7.9	1.8

Neighborhood Park Inventory
(North Crestmoor)

	Population	Proposed Park Sites	Total Park Acreage	Park Acreage Per 1,000 persons
Present	2,335	-	0	0
Future	2,335	9.1	9.1	3.8

EVALUATION

Buckeye Park is the only useable park for the entire Crestmoor area. Numerous open spaces exist as scenic areas but most are unuseable as a park because of the steep slopes. Based on the service radius of Buckeye Park, Crestmoor is divided into the areas south of San Bruno Avenue and north of San Bruno Avenue.

The neighborhood map shows that Buckeye Park serves most residents south of San Bruno Avenue, and the residents north of San Bruno Avenue are not served by a park. An examination of the population distribution in Crestmoor shows still greater deficiencies in park space.

South Crestmoor. The population in the neighborhood south of San Bruno Avenue West is approximately 5,253 persons. To determine park needs, it may not be necessary to include the 1,246 residents in the new multi-family apartment complexes because these developments provide private recreational facilities. Therefore, if the residents of Shelter Creek and Crystal Springs Terrace are not included in this analysis, there are approximately 4,007 residents served by the 7.2 acres of Buckeye Park. South of San Bruno Avenue, 1.7 park acres exist per 1,000 population. Therefore, to bring the ratio up to the city average, based on the current population, an additional one-half acre of parkland is needed. This south portion of Crestmoor will increase by an estimated 250 persons upon development of remaining vacant land. Therefore, with the projected total of 4,257 residents, a total of 8.9 park acres will be needed to equal the present city average.

Based on future population, this neighborhood will have a deficit of 1.0 park acres. One of the open spaces in Crestmoor and the Traeger Park may be potential park sites for this neighborhood.

North Crestmoor. North of San Bruno Avenue, the population is approximately 2,335 persons. It is unlikely this population will change because there is little vacant land left. To meet the city average of 2.1 acres per 1,000 residents, about 5 acres of parks are needed for present and

future needs. The neighborhood is divided by a canyon, and may be further separated by the proposed Interstate 380. Therefore, it is necessary to insure that neighborhood park space is available to the residents on both sides of the proposed freeway.

The role of Crestmoor Canyon must be defined before it can be included as neighborhood park acreage. Although the Canyon qualifies as a regional park because of its size, development of the Canyon as a regional park and recreational facility would spoil the naturalness of the Canyon and would adversely affect its wildlife.¹² It is strongly recommended that only a small portion of the Canyon be made useable for active recreational pursuits and, in general, the Canyon be preserved in its natural state for the passive enjoyment of all persons.

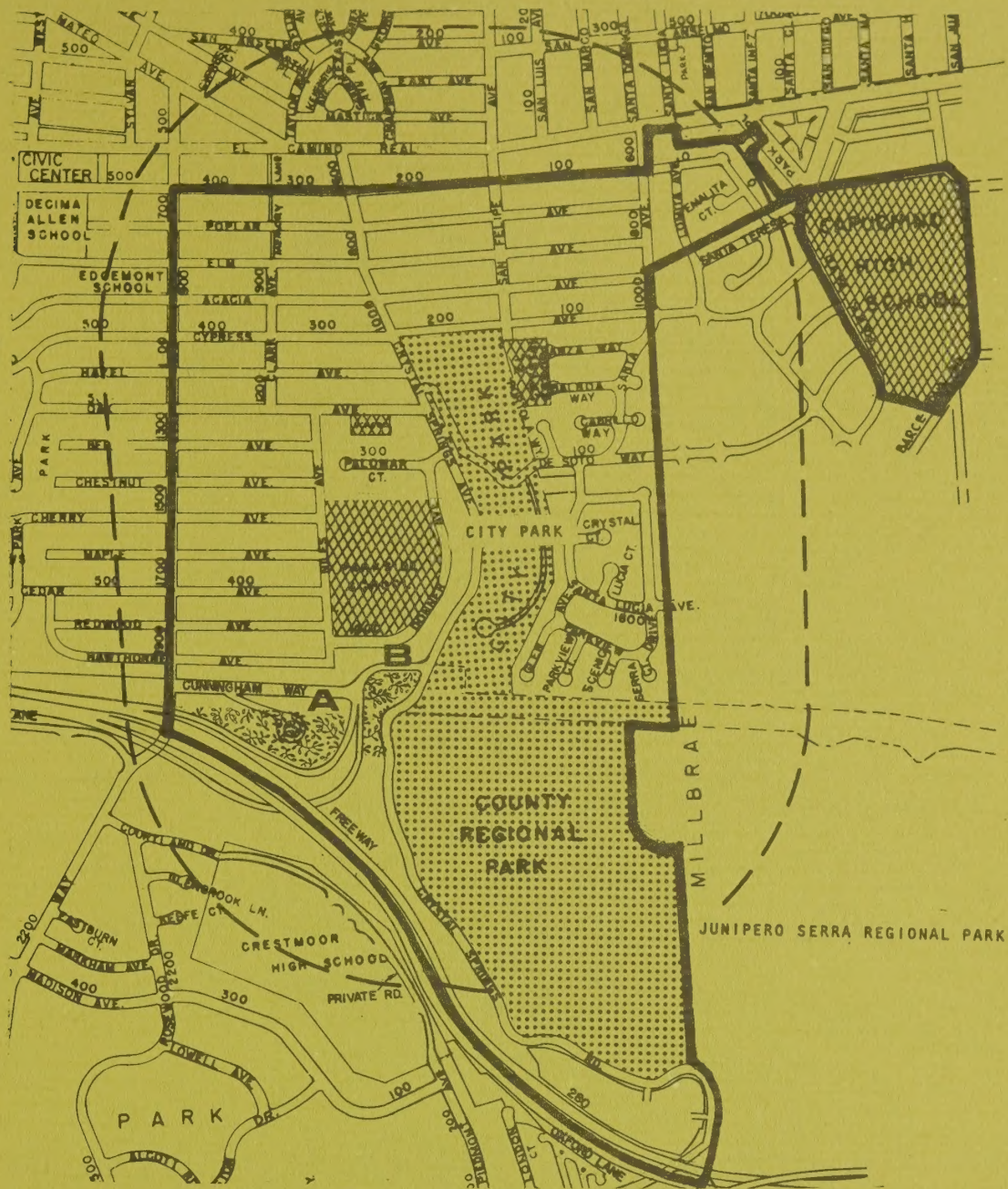
To fulfill the park needs of residents north of San Bruno Avenue, two park sites are recommended. One site is the 5.3 acre section of Crestmoor Canyon located north of the proposed Interstate 380 and east of Glenview Drive. This site could be filled and developed as useable open space to meet the neighborhood park needs of residents north of the proposed freeway. The second park site is available north of the Crestmoor Elementary School Playground and contains about 3 acres. The San Bruno Park School District has been contacted and is interested in developing this site for the benefit of children and residents. If the proposed Interstate 380 is completed through the Canyon, the City should request a pedestrian overpass to provide access

¹² See Chapter 2, Wildlife.

between the Engvall and Crestmoor Schools and also provide access to the proposed park in the 5.3 acre section of the Canyon. If the proposed Interstate 380 is not completed it would be beneficial to the city if the freeway land is maintained as open space or used for a low density residential area.

Utilization of these two sites as neighborhood parks would more than meet the present deficiency of park space for this section of Crestmoor. Additionally, it should be noted that Concord Way extends easterly of Claremont Drive as a short street. This section of Concord Way should be beautified as an entrance to Crestmoor Canyon.

The addition of these two sites would improve the park ratio to 3.8 acres per 1,000 residents of crestmoor north of San Bruno Avenue.



GENERAL OPEN SPACE INDEX

- A. CUNNINGHAM 1
- B. CUNNINGHAM 2

LEGEND

- PARK SERVICE RADIUS
- PARKS/PARK SITES
- SCHOOLS
- GENERAL OPEN SPACES
- PROPOSED PARK SITES



**OPEN SPACE
CONSERVATION
SCENIC HIGHWAY**

HUNTINGTON PARK - PARKVIEW

**City
of
San
Bruno**

Huntington Park - Parkview

Summary Inventory
of Existing Open Spaces

<u>Type</u>	<u>Acreage</u>
Park/Park Sites	124.8
Useable open space at public schools	15.8
General open spaces	0
Total	140.6

Neighborhood Park Inventory

	Population	Proposed Park Sites	Total Park Acreage	Park Acreage Per 1,000 persons
Present	4,865	-	124.8	6.5*
Future	4,900	0	124.8	6.4*

* Excludes Junipero Serra Regional Park

EVALUATION

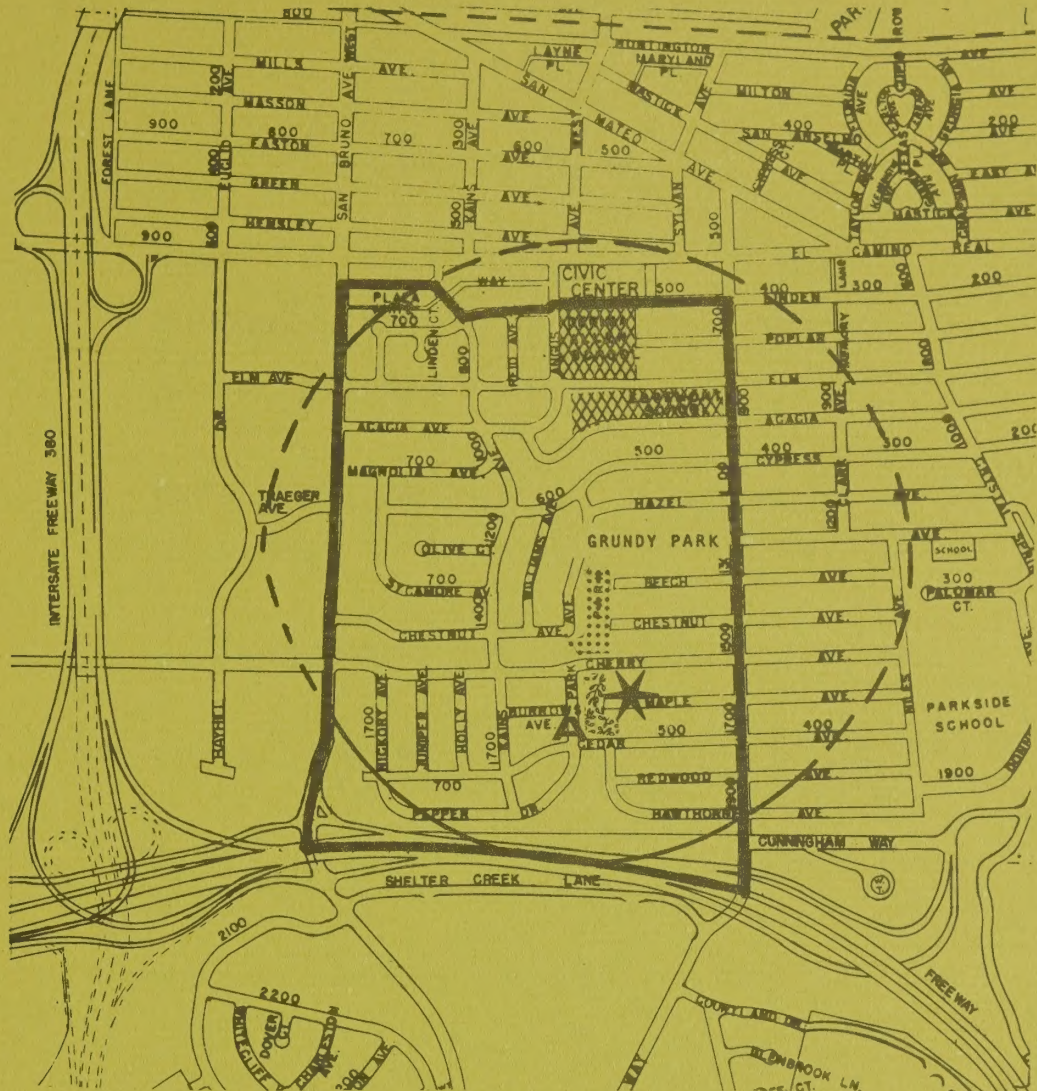
The present and future neighborhood park needs of the residents of Huntington and Parkview are more than adequately met by the City Park.

The 6.5 acres of park land per 1,000 residents is much greater than the city average of 2.1 acres, and the City Park will provide for neighborhood needs of any future population in the district. In addition, the Junipero Serra Regional Park is fairly accessible to the residents via the bike route on Oak Avenue and Crystal Springs Road.

The neighborhood serving radius of the City Park includes the "heart" section of San Bruno near Taylor and Chapman Avenues

but, since El Camino Real is a significant pedestrian barrier, the park needs of these residents are discussed in another section of this report.

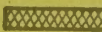
The general open spaces at Cunningham #1 and #2 are on the boundary of this area. Any additional landscaping on these spaces should be selected carefully to complement the existing natural setting.

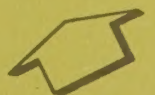


GENERAL OPEN SPACE INDEX

A. GRUNDY EXTENSION

LEGEND

-  PARK SERVICE RADIUS
-  PARKS/PARK SITES
-  SCHOOLS
-  GENERAL OPEN SPACES
-  PROPOSED PARK SITES



**OPEN SPACE
CONSERVATION
SCENIC HIGHWAY**

MILLS PARK

**City
of
San
Bruno**

Mills Park
Summary Inventory
of Existing Open Spaces

<u>Type</u>	<u>Acreage</u>
Park/Park Sites	3.5
Useable open space at public schools	3.7
General open spaces	0.4
Total	7.6

Neighborhood Park Inventory

	Population	Proposed Park Sites	Total Park Acreage	Park Acreage Per 1,000 persons
Present	3,651	-	3.5	1.0
Future	3,650	0.4	3.9	1.1

EVALUATION

The residents of all Mills Park have access to about 1 acre of park per 1,000 population. Although the park is within 1/3 mile of all the residents in this neighborhood, the total park acreage is insufficient for the existing population. This neighborhood is well developed and very little increase in population is expected.

The schools, Decima Allen and Edgemont, have some open space available to the Mills Park residents. The proximity of the City Park is also another factor to consider in determining how much additional park space is needed. While there is a deficiency of park space in Mills Park, the

residents of the neighborhood do have two other advantages:

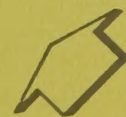
1. The proximity to the Civic Center and Library;
2. The proximity to the future Bayhill Office Center.

The Bayhill Office Center will have a number of focal points, including plazas and fountains for visual enjoyment. A major focal point has been proposed by the developer north of the intersection of Bayhill and Traeger Drives. While this area cannot be considered a natural open space, it is proposed as a landscaped open space which could be used to serve the adult open space needs of nearby residents.

Although the schools and Bayhill area may supplement the open spaces available to residents, the neighborhood is still deficient in park space. As a possible alternative, the city may want to vacate its present use of the Grundy Extension and develop it as useable park land.



INDEX MAP



**OPEN SPACE
CONSERVATION
SCENIC HIGHWAY**

CHERRY AVENUE-SAN BRUNO PARK
BELLE AIR-LOMITA PARK

**City
of
San
Bruno**

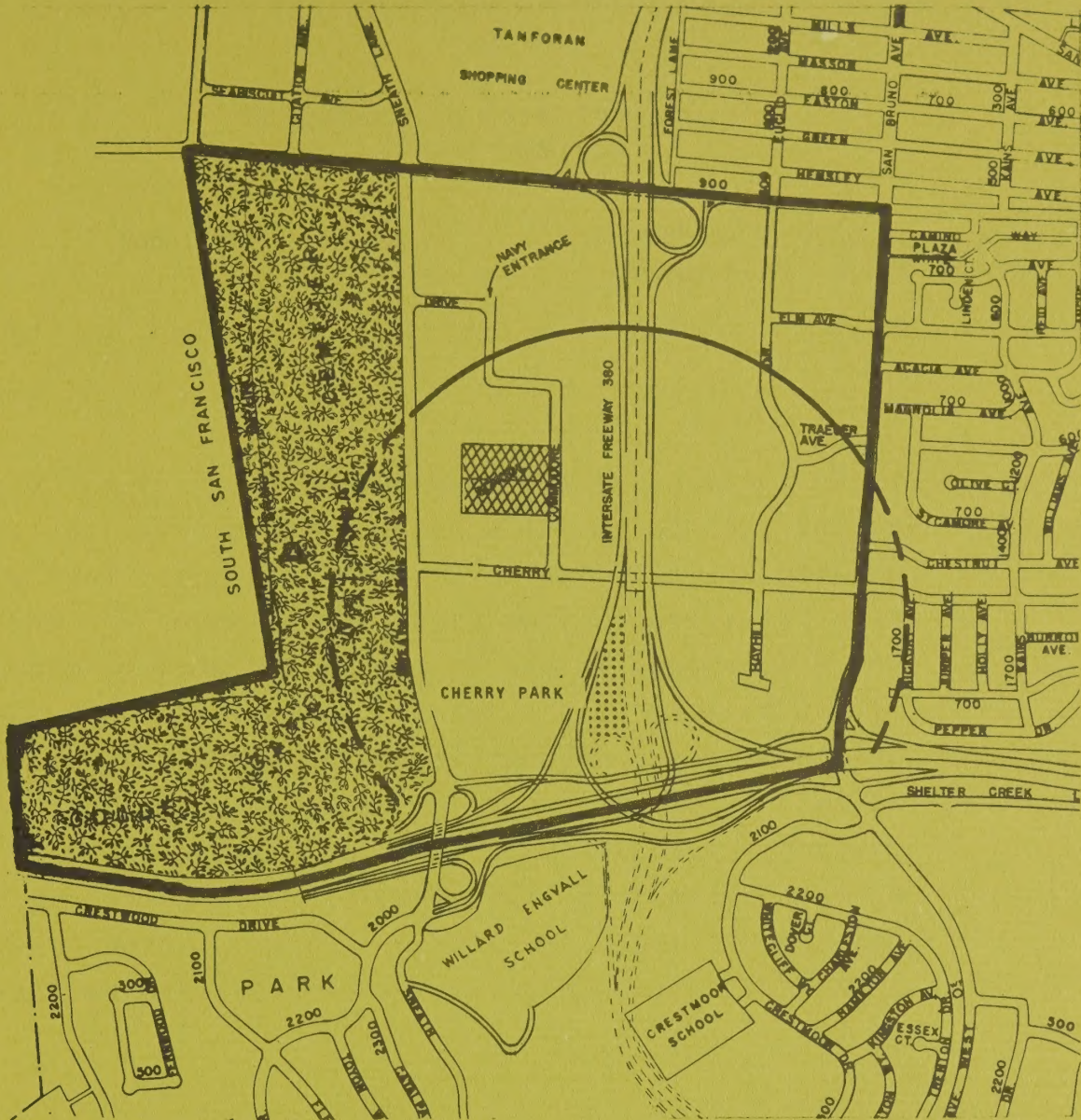
Cherry Avenue - San Bruno Park - Belle Air - Lomita Park

Summary Inventory
of Existing Open Spaces

<u>Type</u>	<u>Acreage</u>
Park/Park Sites	7.5
Useable open space at public schools	5.2
General open spaces	155.0
Total	167.7

EVALUATION

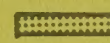
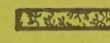
The summary inventory represents open spaces for the entire district as shown on the Index Map. The Golden Gate National Cemetery is the one large open space in this district. The size of this district dictates need for an analysis of the particular neighborhoods in this Census Tract. Hence, this district is divided into four neighborhoods: Cherry Avenue, San Bruno Park, Belle Air, and Lomita Park.



GENERAL OPEN SPACE INDEX

A. GOLDEN GATE NATIONAL CEMETERY

LEGEND

-  PARK SERVICE RADIUS
-  PARKS/PARK SITES
-  SCHOOLS
-  GENERAL OPEN SPACES
-  PROPOSED PARK SITES

**OPEN SPACE
CONSERVATION
SCENIC HIGHWAY**

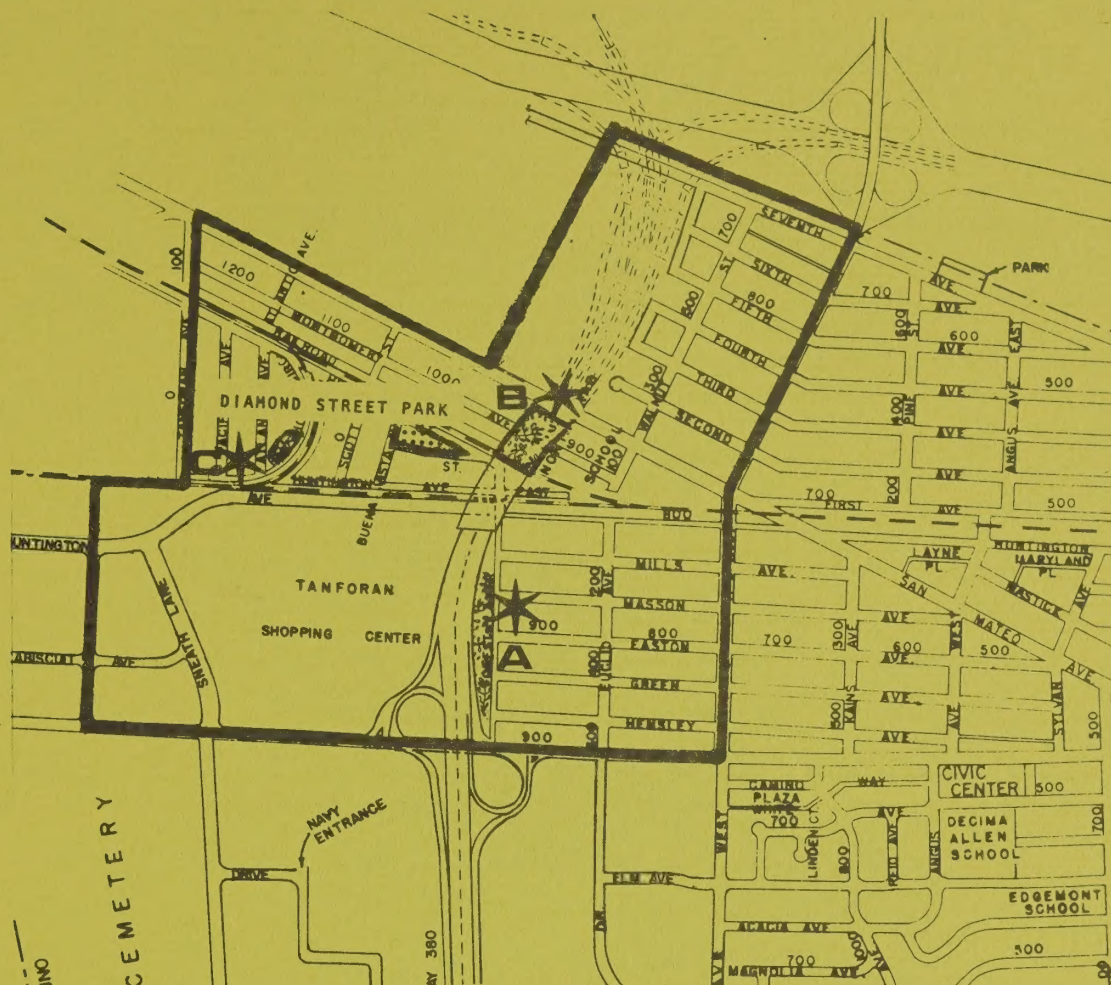
CHERRY AVENUE

**City
of
San
Bruno**

Neighborhood Park Inventory
(Cherry Avenue)

	Population	Proposed Park Sites	Total Park Acreage	Park Acreage Per 1,000 Persons
Present	400	-	3.5	8.8
Future	1,279	-	3.5	2.7

Cherry Avenue. The Cherry Avenue area contains an existing large apartment complex which will contain 872 apartment units upon completion and approximately 1,136 persons. Another apartment complex with approximately 114 units is proposed at 1030 Cherry Avenue and if approved by the Planning Commission and completed will house about 143 persons. The City has specified open space requirements for the existing complex and in the development plans for the proposed units. Upon development Cherry Park will provide for the recreational needs of these residents who will have 2.7 acres of park space per 1,000 residents as well as private open spaces within each complex.



GENERAL OPEN SPACE INDEX

- A. FOREST LANE PARK
B. HERMOSA PARK
C. BAYSHORE CIRCLE PARK

LEGEND

-  PARK SERVICE RADIUS
 PARKS/PARK SITES
 SCHOOLS
 GENERAL OPEN SPACES
 PROPOSED PARK SITES



OPEN SPACE CONSERVATION SCENIC HIGHWAY

SAN BRUNO PARK

City
of
San
Bruno

NEIGHBORHOOD PARK INVENTORY
(SAN BRUNO PARK)

	Population	Proposed Park Sites	Total Park Acreage	Park Acreage Per 1,000 persons
Present	3,190	-	0.2	.06
Future	*	1.7	1.9	*

* Unpredictable at this time.

San Bruno Park. The park needs in San Bruno Park differ greatly from the needs of Cherry Avenue. The approximate population of this region is 3,190 persons, and the only present park space is the Diamond Street Park containing 0.2 acres. Unlike other neighborhoods, however, this locale will not increase in population but probably decline in population as industrial use replaces residential uses on Montgomery Avenue. Accounting for this factor, an additional three acres of land should be adequate park space to meet the needs of the future population.

To ease the park shortage here, two existing open spaces are proposed as park sites. These sites include the proposed Forest Lane Park and Hermosa Park.

At the Forest Lane site, in addition to the state-owned strip of land east of Interstate 380, it is suggested that the City vacate Forest Lane between Green and Easton Avenues. Access to one garage, however, will have to be provided to a resident on the corner of Green Avenue and Forest Lane. The section of San Bruno Park bounded by Forest Lane, El Camino Real, San Bruno Avenue, and Huntington Avenue, is in a pocket surrounded by freeways and major traffic arterials. A park is needed in this area regardless of the serving radius of other nearby parks. The Forest Lane site could help relieve the park needs of this area.

The site of the proposed Hermosa Park is also freeway right-of-way. The City is in the process of final negotiations with the Department of Transportation for use of this site. It is proposed this park site be used for tennis courts, multi-purpose play area, and a tot lot.

Utilization of these two sites would increase the park acreage in this neighborhood to 1.5 acres, which would partially relieve the park shortage.

A third possible park site exists on Bayshore Circle North. The City may want to consider acquisition of several vacant lots totaling 0.4 acres and develop a mini-park. Combined with Hermosa Park and Forest Lane Park, the park average would total 1.9 acres.

In addition, in the area between Walnut and Seventh Avenue some property owned by the Department of Transportation may become available to the City. Upon revision of the Land Use Element and future determination of the land use in this area, the City may want to utilize these lands as open space.

Forecasting the future population of this area is not possible at this time because of the Airport Land Use Commission's restrictions on multiple family uses in this area. As the future land uses for this area are made more definite, the park needs should be re-evaluated.

	PARK SERVICE RADIUS
	PARKS/PARK SITES
	SCHOOLS
	GENERAL OPEN SPACES
	PROPOSED PARK SITES

City
of
San
Bruno

Neighborhood Park Inventory (Belle Air)

	Population	Proposed Park Sites	Total Park Acreage	Park Acreage Per 1,000 persons
Present	4,791	-	3.6	0.9
Future	*	0	3.6	*

* Unpredictable at this time.

Belle Air. Belle Air is based on the service radius of the Belle Air Park. The Seventh Street Park and Belle Air Park provide 3.6 acres of park space for approximately 4,791 residents. This is approximately 0.9 acres of park space per 1,000 population. This deficiency is somewhat mitigated because the southwest section of the neighborhood is within the radius of the City park although El Camino Real is a barrier and the Belle Air School has 5.2 acres of useable open space. If the school playground and the park development are interrelated, an acceptable amount of open space will result.

For these reasons, the park space in this area is about adequate, but a safe access across the Southern Pacific right-of-way is necessary for the residents to the west of the railroad tracks.

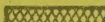
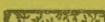
The beautification project of San Mateo Avenue will provide an attractive landscaped setting and another open space for the city and residents of this area. Forecasting the future population of this area is not possible at this time because of the Airport Land Use Commission's restrictions on multiple family uses in this area. As the future land uses for this area are made more definite, the park needs should be re-evaluated.



GENERAL OPEN SPACE INDEX

A. LOMITA PARK

LEGEND

-  PARK SERVICE RADIUS
-  PARKS/PARK SITES
-  SCHOOLS
-  GENERAL OPEN SPACES
-  PROPOSED PARK SITES



**OPEN SPACE
CONSERVATION
SCENIC HIGHWAY**

LOMITA PARK

**City
of
San
Bruno**

Neighborhood Park Inventory
(Lomita Park)

	Population	Proposed Park Sites	Total Park Acreage	Park Acreage Per 1,000 persons
Present	1,475	-	0.2	0.13
Future	*	1.8	2.0	*

* Unpredictable at this time.

Lomita Park. Lomita Park contains approximately 1,475 residents and is served by the San Anselmo Park of 0.2 acres. An additional two to three acres of park space is needed for the current population. Two alternatives are possible to help relieve the park needs in the area. The City may want to investigate the joint use of open space at the Lomita Park Elementary School in Millbrae at the southern city limits.

A second possibility is to lease a portion of the Southern Pacific Transportation Company and San Francisco Airport parcels fronting on San Antonio Avenue. The City is investigating the possibility of use of this land at the present time. This area is described as Lomita Park under the inventory of general open spaces.

The Capuchino High School provides accessible open space for this neighborhood although included in another area of the city. The Capuchino High School site with 10.0 acres of open space is large enough to serve the Lomita Park residents and the residents in the Huntington Park-Parkview district. Another possibility is to expand the City's bike routes so to include San Anselmo and San Felipe Avenues to make the City park more accessible to residents of Lomita Park. Prior to extension of the bike route on San Felipe Avenue, signalization at El Camino Real would be necessary.

HISTORIC AND CULTURAL AREAS

Historic Areas

The City of San Bruno is willing to support the efforts of local citizens with respect to designation and preservation of historic and cultural sites.

The Historic Site Committee of San Mateo County, in 1966, prepared a study of historic sites for the San Mateo County Regional Planning Committee. Two historic landmarks in San Bruno were recognized, and it was recommended that these sites be designated as landmarks. These sites are:

Tanforan Race Track: Significant in aviation history and as a military establishment during World Wars I and II, as well as for horseracing.

Site of the Beginning of the State Highway System: The California state highway system began at the intersection of El Camino Real and San Mateo Avenue. On August 7, 1912, ground was broken for the first state highway at ceremonies in front of Uncle Tom's Cabin.¹³

Presently, neither of these sites have been designated as State landmarks; therefore, the City should consider proper designation of the landmarks as part of the open space element.

Tanforan Shopping Center has replaced the Tanforan Race Track site. Concerned citizens are invited to assist in

¹³ Historic Site Subcommittee Report for County of San Mateo, 1966, p. 10.

determining the location of a historic marker at this site. It could be on the periphery of the parcel within the parking area or within the shopping center. Initial steps have been taken by the administration of the shopping center to obtain formal designation of the historic site.

The beginning of the California state highway system can be designated at the intersection of San Mateo Avenue and El Camino Real in a landscaped setting as part of the scenic corridor plan or as part of the beautification program of San Mateo Avenue.

Historical societies and civic groups can assist in preservation of these sites.

Cultural Areas¹⁴

There are eight recorded archaeological sites in San Bruno. Additional sites may exist because most of San Bruno has not been archaeologically surveyed. Preservation of these sites is important because the sites are meaningful non-renewable cultural resources.

Since the locations of all the archaeological sites are not known, the City must have the sites of major developments inspected by archaeologists if the project requires major excavation.

The Department of Anthropology at San Francisco State University has updated files on archaeological sites in San

¹⁴ Michael J. Moratto, Director of Archaeological Research, Department of Anthropology, San Francisco State University.

Bruno. There is a need of a City policy to require consultation with the Anthropology Department when major excavation projects are expected. Therefore, Environmental Impact Reports (E.I.R.s) of proposed developments should be required to indicate whether a site contains archaeological findings. The planning staff should inform all firms preparing Draft E.I.R.s to contact the Department of Anthropology at San Francisco State University.

SCENIC CORRIDORS

Scenic Corridor Concept

The scenic corridor element is a very important part of the Open Space Element for several reasons. Scenic corridors contribute to the City's physical image by preserving existing scenic qualities and by bringing natural beauty into the City. Scenic corridors bring continuity to the flow of urban life and make less severe transitions from one type of land use to another.

The initial concern for the establishment of scenic highways comes from the State, but the concept is one that can be expanded to local corridors. Many cities have attempted beautification of one street, but it is the establishment of scenic corridors throughout the city that provides a sense of unity and character in the community.

Official scenic highways are so designated by the State Scenic Highway Advisory Committee after plans have been adopted and submitted by the city. Highways eligible for such designation are listed in the Streets and Highways Code Section 263.

In addition to designation of state highway routes as scenic routes, to develop a scenic corridor plan for local roads, the City may want to consider the following principles:

- Scenic corridors should be planned for the interest and safety of the pedestrian, cyclist, and motorist.
- Scenic corridors should provide linkages between major open spaces in the city.

- Designation of scenic corridors should focus on these types of streets:
 - 1) Entrances to the City
 - 2) Major thoroughfares
 - 3) Avenues and roads on which natural scenic qualities already exist
 - 4) Streets which are already significantly landscaped
 - 5) Roads which lead to historic markers or city landmarks
 - 6) Roads designated as bike routes
 - 7) Streets characterized by land uses which create noise or visual pollution.
- Scenic treatment of designated streets must be selected to achieve a balance between variety and uniformity - both factors are important.
- Scenic treatment should consist of live vegetation and use of artificial substances should be discouraged.
- Plantings (trees, shrubs, flowers) must be compatible with the existing scenic quality provided by natural vegetation.
- Plantings must be compatible with local climatic conditions.
- Plantings should be selected with concern for maintenance requirements.
- Scenic treatment of streets should complement individual efforts to beautify the environment.

Scenic Corridors in San Bruno

State Highways. Upon identification of State scenic corridors, the City must consult with the District Director of Transportation for assistance in initial corridor survey and identification. State highways proposed as scenic corridors in San Bruno include the following:

- 1) Interstate 280. Interstate 280 has already been designated a scenic highway by the State. The City is on record in support of any beautification efforts along the freeway, including a position against further encroachment into the natural setting to the west.

- 2) Interstate 380. The landscaping on this freeway also makes it a potential scenic corridor. If Interstate 380 does extend through Crestmoor Canyon, thought might be given to a scenic overlook in the area.
- 3) Skyline Boulevard. This street is a natural for a scenic corridor because it abuts the San Francisco Watershed lands. Since the State will be improving this road between Sneath Lane and Berkshire Drive, the City should request that additional planting be placed upon certain areas that are now bare. Native vegetation thrives along Skyline Boulevard and should be maintained as part of the scenic corridor. The City should act to have all of Skyline Boulevard within the City limits designated as a scenic corridor.
- 4) Skyline Scenic Recreation Route. The adopted route of the Skyline Scenic Recreation Route passes through a portion of San Bruno. The route begins on Skyline Boulevard, north of San Bruno, extends west of Sharp Park Road to the western boundary of Skyline College, through the lands owned by San Mateo County to Sweeney Ridge, and along the western edge of the watershed. As part of preservation of the scenic qualities of this route, it is important that the route remain as hiking and walking trails and that vehicular access not be allowed.
- 5) El Camino Real. It is recommended that the sides and the median of El Camino Real be beautified. Special attention should be given to the junction of El Camino Real and San Mateo Avenue.¹⁵ Since there is almost no existing landscaping on El Camino Real, many scenic improvements would be necessary before the street could be classified as a scenic corridor. In other cities, parts of El Camino Real have been designated as scenic corridors. The City should pursue replacement planting of trees for those removed by widening of El Camino Real. State law requires such replacement of trees that have been destroyed or removed because of projects undertaken to widen the highway.

Major Local Thoroughfares. It is beyond the scope of this report to make specific recommendations for scenic treatment of all the major streets in San Bruno. Recommendations

¹⁵ See Chapter 4, Historic and Cultural Areas.

regarding types of trees, shrubs, or other scenic treatment require the advice of a specialist in the field. It is the responsibility of the City, however, to take the initiative on this project and ensure that the plan is implemented. It is important that the scenic treatment for all streets be worked out jointly, even though the actual improvements cannot be made all at once. Looking at the city as a whole will increase harmony in the plan, and it may pinpoint areas where costs can be lowered by purchasing materials in large quantities.

The local thoroughfares to be designated and improved as scenic corridors include the following:

- 1) Crystal Springs Road/Avenue. This road is an excellent example of a major road in an urban area which gives the distinct feeling of being in a rural, natural setting. Bordered by the Junipero Serra Regional Park and the City Park, mature trees provide a linear open space. It is recommended that additional trees be planted to finish this corridor.
- 2) San Bruno Avenue. San Bruno Avenue from Skyline to El Camino Real already exists in part as a scenic corridor. Additional landscaping could be placed on the City-owned slopes of upper San Bruno Avenue. The proposed Bayhill Development will leave a significant number of the existing Eucalyptus trees along San Bruno Avenue. On San Bruno Avenue from El Camino Real to the Bayshore Freeway, substantial scenic treatment is necessary, not only to enhance the street, but to provide a scenic linkage to one of the City's major entrances.
- 3) Sneath Lane. The upper portion of Sneath Lane will be widened, and it should be insured that a sufficient number of trees will remain to create a scenic corridor. On the lower portion of Sneath Lane, Eucalyptus trees on the north side already provide a natural corridor, and developments along the south side could be designed to complement the area. On Sneath Lane, east of El Camino Real, it is important the City ensure that the scenic corridor effect is maintained in any future developments.

- 4) San Mateo Avenue. Plans for beautification of San Mateo Avenue have already been initiated. Any landscaping on San Mateo Avenue should be incorporated as part of the other improvements.
- 5) Huntington Avenue. Of particular concern along Huntington Avenue is the right-of-way of the Southern Pacific Railroad. Although some landscaping does exist, because of the width of the right-of-way, it is recommended that additional trees and shrubs be installed.

In the Appendix proposals for plantings on San Bruno Avenue and Huntington Avenue are provided by the Hilltop Gardeners of San Bruno.

Other Local Corridors. The major thoroughfares that are potential scenic corridors have already been discussed.

The following roads are already designated as Bike Routes and designation as scenic corridors is appropriate. These routes include these roads.

- 1) College Drive from Skyline Boulevard to Skyline College
- 2) Crestmoor Drive
- 3) Fleetwood Drive
- 4) Jenevein Avenue

In connection with the Bayhill Development, Traeger, Cherry, Elm, and Bayhill are also potential scenic corridors. These avenues will be landscaped as part of the Bayhill Development, but the north side of Cherry Avenue should be landscaped to conform with the rest of Cherry Avenue.

Bike Routes. Bike routes are considered to be important in the Open Space, Conservation, and Scenic Highways Elements because many times the routes may lead San Bruno residents to parks and open spaces. Earlier in this report, it has been

suggested that the Bike Routes be expanded to include Susan and Fasman Drives in Pacific Heights, and San Anselmo and San Felipe Avenues in Lomita Park. Prior to extension of the bike route on San Felipe Avenue, signalization at El Camino Real would be necessary. Future bike routes to consider are the streets in the Bayhill Development and a bike route linking the proposed Cherry Park with Crestmoor Canyon.

Bike routes serve not only a recreational need but a practical need for some persons. It is conceivable that bikes will become more widely used as a mode of transportation to work and to shop. As the use of the bicycle increases, the City may want to expand the bike route system and relate the bike routes to the scenic corridors for the enjoyment of the cyclist.

Entrances to the City. Major entrances to the city should be beautified to announce entry into San Bruno. The visual image of the city is often formed at the entry point. Some cities only have one main entrance into the city, but San Bruno has several major points of entry that should be recognized.

To enhance the entrances, the city should consider not just the role of a sign or landscaping, but the creation of an architectural node or focal point at points of entry and exits. It is recommended that a citizens group or groups adopt the project of improving the entrances to the city and that such efforts be coordinated with a central theme.

The entrances to be improved are at the following locations:

- 1) San Bruno Avenue West from the Bayshore Freeway
- 2) El Camino Real at the northern city limits

- 3) El Camino Real at the southern city limits
- 4) Skyline Boulevard at northern city limits
- 5) Skyline Boulevard at southern city limits
- 6) Sharp Park Road at the western city limits
- 7) San Mateo Avenue at northern city limits



**OPEN SPACE
CONSERVATION
SCENIC HIGHWAY**

SCENIC CORRIDORS

**City
of
San
Bruno**

Chapter 5

OPEN SPACE FOR PUBLIC HEALTH, SAFETY, AND WELFARE

Open space for public health and safety is a classification of open space that must be continually evaluated and up-dated in keeping with new developments. As more studies are done on environmental hazards to man, the role of open space for public health and safety may change. It is also an area where the authority of other governing bodies may override City policies.

The County Airport Land Use Commission (ALUC) is responsible for recommending certain uses of land in areas affected by noise caused by planes from the San Francisco International Airport. The ALUC has specified certain areas within San Bruno where certain uses are curtailed because of the high noise levels.

Open space for protection from geological hazards is another topic of extreme importance to San Bruno. At present, it is not appropriate to specify open space uses for lands near fault zones because San Bruno has no specific data to indicate the proximity various uses should be to fault or rift zones. Upon completion of the Seismic Element of the General Plan, the City must re-evaluate this section of Open Space Element.

In the meantime, citizens and city officials should consider policies the City should adopt concerning geological hazards. Does the City want to prevent residential development on lands located on or near fault zones? If so, such a policy

should be included in this element. Perhaps the city residents and officials will decide that strict design requirements are a suitable way to protect the residents of the city from geological hazards. The critical point is that the city will have to define hazard areas and then prepare policies to implement these decisions in the Seismic Element of the General Plan.

A zoning ordinance based on current design principles is a vital tool in securing open space for the public health, safety, and welfare. This ordinance defines the general regulations with respect to building height, setbacks, and landscaping. These factors determine the amount of open space to surround each development. In reviewing plans for new developments, the City should support designs and features in plans which would minimize grading, and excess paving of natural terrain. In addition to these general regulations, the open space zone is being used to designate land presently used for open space; to inhibit intense development on land not so suited; and for lands characterized by significant open spaces and which do not appropriately fit within another zone. As the Open Space Plan is amended, the Land Use Plan and the zoning map will be so amended.

Chapter 6

RECOMMENDATIONS

The following recommendations are to assist in meeting the goals and objectives of the Open Space, Conservation, and Scenic Highways Elements of the General Plan. The recommendations are categorized according to the major sections of this report.

OPEN SPACE FOR PRESERVATION OF NATURAL RESOURCES

- Adopt a policy toward preservation of the open spaces within the three watersheds in San Bruno.
- Support policies which would preserve the San Francisco Watershed lands as open space.
- Continue to work actively with the twenty-six members of the San Francisco Bay Area Water Users Association and the water agencies of San Mateo County to develop a regional approach to preservation of water resources.
- Establish a replacement policy with respect to the removal of trees in the City's parks and scenic corridors.
- Preserve the Evergreen Windbreak.
- Provide seedlings and instructions on their planting to owners of land in the Monte Verde Corridor so to landscape and beautify this open space.

OPEN SPACE FOR MANAGED PRODUCTION OF RESOURCES

- Support efforts of San Mateo County in the managed production of agricultural lands, forest lands, mineral deposits, and fisheries.

OPEN SPACE FOR OUTDOOR RECREATION

ParksCitywide Recommendations:

- Maintain existing City parks.
- Re-evaluate the recreational facilities available in City parks and the need for additional facilities in proposed parks.
- Re-evaluate and strengthen the existing programs for joint-use of school facilities with the Laguna Salada Union Elementary School District, San Bruno Park School District, South San Francisco School District, and the San Mateo Union High School District. Establish a similar program with the Millbrae Elementary School District.
- Develop a maintenance program for all proposed park sites.

Neighborhood Recommendations:

Pacific Heights - Portola Highlands

- Maintain communications with San Mateo Junior College District and to develop a program which would allow joint-use of the college open spaces and facilities by residents.
- Zone and maintain as general open space the parcels of Portola Highlands 1, 2, 3, and 4, if these parcels become available to the City.

Rollingwood

- Zone and maintain as general open space the parcels of Rollingwood 1, 2, 3, and 4, if these parcels become available to the City.
- Develop the proposed mini-park at Greenwood Park in Rollingwood and provide for adequate maintenance.

- Vacate Fleetwood Court and acquire adjoining vacant land for park use.

Crestmoor

- Preserve the two larger city-owned sections of Crestmoor Canyon in their natural state.
- Develop the 5.3 acre section of Crestmoor Canyon as a neighborhood park.
- Utilize the open space at Traeger Park for a park.
- Establish joint-use of the 3.8 acres of recently acquired land adjacent to the northeast of Crestmoor Elementary School site for the park.

Huntington Park - Parkview

- Maintain the natural state of the City-owned general open spaces designated as Cunningham 1 and 2 near Crystal Springs Road and Cunningham Way.

Mills Park

- Develop the Grundy Extension for additional park space in Mills Park.

Cherry Avenue - San Bruno Park - Belle Air - Lomita Park

- Ensure that a major focal point in the Bayhill Project is developed and that each developer in this locale provides minor nodal points in terms of plazas, fountains, and statuary.
- Develop the proposed Cherry Park between Interstate 280 and Cherry Avenue
- Finalize negotiations and develop Forest Lane Park by utilizing excess land east of Interstate 380 and vacating Forest Lane between Green and Easton Avenues.
- Finalize plan to develop Hermosa Park utilizing the space under Interstate 380 overpass on Hermosa Street between San Mateo Avenue and Montgomery Avenue.
- Consider the acquisition of the general open space on Bayshore Circle North for development as Bayshore Circle Park.

- Provide a safe means of access across the Southern Pacific Right-of-Way to the Belle Air Park.
- Create open spaces as part of the San Mateo Avenue Beautification Project.
- Develop Lomita Park by leasing the land between the Southern Pacific Railroad and San Antonio for use as park space.

Historic and Cultural Areas

- Designate and construct historical marker at the site of Tanforan Race Track.
- Designate and construct historical marker at the beginning of the California State Highway System at the intersection of El Camino Real and San Mateo Avenue.
- Determine and preserve, where possible, archaeological sites in the City.

Scenic Corridors

- Initiate proceedings to have the following routes designated as State Scenic Highways:
 - 1) Interstate 280
 - 2) Interstate 380
 - 3) Skyline Boulevard
 - 4) Skyline Scenic Recreation Route
 - 5) El Camino Real
- Designate and improve as local scenic corridors, the following thoroughfares:
 - 1) Crystal Springs Road
 - 2) San Bruno Avenue
 - 3) Sneath Lane
 - 4) San Mateo Avenue
 - 5) Huntington Avenue

- 6) College Drive
- 7) Crestmoor Drive
- 8) Fleetwood Drive
- 9) Traeger Avenue
- 10) Cherry Avenue
- 11) Jenevein Avenue

- Expand the Bike Route System to include these routes:

- 1) Susan and Fasman Drives, which connect with the existing bike route on College Drive and Susan Drive.
- 2) Avenues in the Bayhill area.
- 3) San Anselmo and San Felipe Avenues when signalized at El Camino Real to make the City Park more accessible to residents in Lomita Park.
- 4) A route connecting the proposed Cherry Park with Crestmoor Canyon (to be developed with the Department of Transportation.)

- Re-evaluate the bike route system as bikes become more widely used as a mode of transportation to all activities.

- Improve and beautify the following major entrances to the City:

- 1) San Bruno Avenue West at the Bayshore Freeway.
- 2) El Camino Real at the northern city limits.
- 3) El Camino Real at the southern city limits.
- 4) Skyline Boulevard at the northern city limits.
- 5) Skyline Boulevard at the southern city limits.
- 6) Sharp Park Road at the western city limits.
- 7) San Mateo Avenue at northern city limits.

- Develop a program for maintenance of the proposed scenic corridors and entrances to the City,

OPEN SPACE FOR PUBLIC HEALTH, SAFETY AND WELFARE

- Completely re-evaluate the Open Space, Conservation, and Scenic Highways Elements every 5 years, or more often if major changes in the city's development occur.
- Re-evaluate these elements upon completion of the Seismic and Noise Elements of the City's General Plan.
- Ensure that the City has definite and strong input into the policies of other governing bodies which have the power to override San Bruno policies.
- Update the Land Use Plan and Zoning Map as amendments are made to the Open Space Element.
- Amend the Zoning Ordinance in keeping with current design principles which secure more open space for all land uses.
- Maintain a strong policy of open space requirements in future large or small developments.

Chapter 7

IMPLEMENTATION AND ACTION PROGRAM FOR OPEN SPACE, CONSERVATION, AND SCENIC HIGHWAYS ELEMENTS

Methods of Funding

The sources of funding for the proposed action program are varied. It is strongly recommended that many of the projects be incorporated into the capital improvement budget over the next six to ten years and priorities to facilitate this have been set up in Phases I - III.

Gas Tax Funds. To meet some of the costs of the proposed scenic corridor element the gas tax funds are available for some projects. The funds can be used for landscaping (trees, ground cover) but not for beautification projects (pillars, architectural nodes). Reserve monies in the gas tax fund, when used on a phased basis, should be considered as a source for financing local scenic corridors. Funds for the State Scenic Highways can be supplemented by State grants, while funds for beautification of City entrances will come from the City's General Fund.

Federal Reserve Funds. To meet the costs of developing and maintaining existing parks, the City relies on federal revenue sharing funds for major capital outlays, and levies from the park and recreation tax for operation and maintenance.

Leasing Public Lands. To offset some acquisition and development costs for proposed parks, the City has several options. The leasing of highway lands from the State is one

option. As in the Hermosa Park Site, the City can also enter into a lease agreement with the Department of Transportation for the proposed Forest Lane Park. Under the Marler-Johnson Highway Park Act, the State will contribute to the City, funds it would cost to develop and landscape the parcel, and will provide five years maintenance costs. Under this Act approximately \$19,000 will be given to San Bruno for Hermosa Park.

Bond Revenues. In June, 1974, another funding source may be made available to residents of California. At this time, a State Open Space Bond Proposal will be brought before the California voters for a bond issue of \$250 million. If passed, approximately \$2,173,000 would be allocated to San Mateo County and approximately \$136,879 would be allocated to the City of San Bruno. The Action Plan priorities should guide local expenditure of these funds.

In the event that sufficient funds are not raised from these other sources, the City may want to consider an increase in the park and recreation tax rate or have a city-wide bond issue for park land acquisition and development.

Other Sources: Other types of funding available from other government sources include the following:

Scenic Easements: - Section 51050 of the California Government Code establishes that "any City or County which has adopted a general plan may accept grants of open-space easements on privately-owned lands lying within the City or County .

The purpose of such easements is for the preservation of the land as open space in the best interest of the State, Cities or County. It is important to the public for the enjoyment of scenic beauty, for the use of natural resources, for recreation, or for

the production of food or fiber and specifically that its potential is for future generations,

HUD Open Space Grants: - although current funding of this program is seriously oversubscribed, it does essentially provide 50/50 matching funds for the acquisition of open space and park improvements. This program emphasizes open spaces close to urban area.

Land and Water Conservation Fund: - this is a 50/50 fund program currently available for the purchase of regional space lands.

Conservation of resources, preservation of open spaces, creation of a neighborhood park system, and development of scenic corridors all require the financial as well as philosophical commitment of the citizens and City officials. The main purpose of the combined open space, conservation, and scenic highways plan is to establish commitments to policy and action.

Action Program

Throughout this report, recommendations have been made to assist the City in meeting the goals and objectives of the Open Space, Conservation, and Scenic Elements of the General Plan. Certain recommendations are policy statements which the City should adopt to guide future actions. Recommendations which require direct action and expenditure of funds are phased over a period of years and based on priorities.

Part I of the Action Program contains policy statements for continuing action. The policies are categorized according to major sections of this report. Part II, Phases I, II, and III, list other recommended direct actions in order of importance and need. All phases are considered essential to implement the Open Space, Conservation, and Scenic Highways Elements.

ACTION PROGRAM

PART I -- CONTINUING ACTION PROGRAM

OPEN SPACE, CONSERVATION, AND SCENIC HIGHWAYS POLICIES

Open Space For The Preservation of Natural Resources

- Support preservation of open spaces within the three watersheds in San Bruno,
- Support preservation of San Francisco Watershed lands as open space,
- If the San Francisco Jail lands become available for private use, support efforts for park or very low residential use of the area and maintain an open space corridor on the lands,
- Continue to work actively with the twenty-six members of the San Francisco Bay Area Water Users Association and the water agencies of San Mateo County to develop a regional approach to preservation of water resources.
- Preserve Crestmoor Canyon--leaving the two larger sections in a natural state and utilizing the 5.3 acre section near Glenview Drive for a park,
- Establish a replacement plan with respect to the removal of trees and vegetation in the City's parks and scenic corridors.
- Sow wildflower seeds as a natural feed for birds on City-owned open spaces,
- Avoid major disruption of wildlife habitat in the City's parks and open spaces,
- Protect existing natural vegetation throughout the City,
- Support efforts to maintain the natural environment at the Junipero Serra Regional Park and further establish the park as a regional resource park.

Open Space For Managed Production of Resources

- Support efforts of San Mateo County in the managed production of agricultural lands, forest lands, mineral deposits, and fisheries.

Open Space For Outdoor Recreation

- Acknowledge that these Elements of the General Plan will create additional budget demands for maintenance of existing and proposed city parks.
- Support a program to re-evaluate the recreational facilities available at existing and proposed parks.
- Support efforts to strengthen existing programs for joint-use of school facilities with all school districts in the City.
- Establish formal criteria for the designation of scenic corridors.
- Acknowledge that additional budget allocations will be created by these elements for development and maintenance of proposed scenic corridors.
- Initiate steps to ensure tree replacement on El Camino Real by the State Department of Transportation.
- Support additional study for a plan to improve the entrances to the City.
- Support design and safety standards which promote expanded use of the bicycle as a mode of transportation.
- Encourage and support citizen efforts to preserve areas of historical or cultural significance.
- Support regional open space efforts by coordination with other agencies.

Open Space For Public Health, Safety, And Welfare

- Re-evaluate the Open Space, Conservation, and Scenic Highways Elements at least every five years, and sooner upon completion of the Seismic and Noise Elements of the General Plan, or upon major developmental changes in San Bruno.
- Actively provide input into the policies of other governing bodies which have influence in San Bruno.
- Support designs and features in plans which would minimize grading and excess paving of the natural terrain.

- Amend the Zoning Ordinance in keeping with current design principles which secure more open space for all land uses,
- Maintain a strong policy of open space requirements in future large and small developments,

ACTION PROGRAM

PART II -- TIMED ACTION PROGRAM

Phase I (1974-1976)

- Re-evaluate and strengthen the existing programs for joint-use of school facilities with Laguna Salada Union Elementary, San Bruno Park, South San Francisco, and San Mateo Union High School Districts.
- Develop a program for joint-use of school facilities at Lomita Park Elementary School with Millbrae School District.
- Development of park adjacent to Crestmoor Elementary School.
- Development of Hermosa Park (San Bruno Park).
- Entrances to City:
 - San Bruno Avenue at Bayshore Freeway.
 - El Camino Real North and South.
 - Skyline Boulevard North and South.
- Scenic Corridors:
 - Huntington Avenue
 - El Camino Real (State Highway)
 - San Mateo Avenue
 - San Bruno Avenue
- Development of Forest Lane Park (San Bruno Park)
- Development of Lomita Park on San Antonio Avenue on the lands owned by the Southern Pacific Transportation Company and the City of San Francisco.
- Acquisition and development of Bayshore Circle Park (San Bruno Park)

- Fleetwood Court (Rollingwood)
- Open Space on San Mateo Avenue
- Bike Route Expansion
- Cherry Park (Cherry Avenue)
- Access across Southern Pacific Railroad to Belle Air Park
- Acquisition and development of Bayshore Circle Park (Presently vacant lots on Bayshore Circle North)

ACTION PROGRAM

PART II -- TIMED ACTION PROGRAM

Phase II (1976-1978)

- Historical markers (Tanforan Race Track and site of the beginning of the State Highway System)
- Grundy Extension Park (Mills Park)
- Crestmoor Canyon Park (5.3 acre section)
- Maintenance of the Evergreen Windbreak
- Entrances to City:
 - San Mateo Avenue, North
 - Sharp Park Road
- Scenic Corridors:
 - Crystal Springs Road
 - Skyline Boulevard (State)
 - Skyline Scenic Recreation Route (State)
 - Sneath Lane
 - Interstate 280 (State)
 - Interstate 380 (State)

ACTION PROGRAM

PART II -- TIMED ACTION PROGRAM

Phase III (1978-1980)

- Scenic Corridors:

College Drive

Crestmoor Drive

Fleetwood Drive

Cherry Avenue

Jenevein Avenue

- Greenwood Park (Rollingwood)

- Traeger Park (Crestmoor)

- Improvement of Monte Verde Corridor

- Cunningham #1 and 2, (Huntington Park)

BIBLIOGRAPHY

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Acknowledgements

The following persons assisted in the preparation of the Open Space, Conservation, and Scenic Highways Elements of the General Plan:

John Barome, San Francisco Water Department

Robert Barron, San Bruno Park School District

Pete Brucato, City of San Francisco

Hector Burgland, Junipero Serra Regional Park

Roy Davis, Park Superintendent, City of San Bruno

Mike Doerner, Recreation Supervisor, City of San Bruno

Environmental Committee, City of San Bruno

Maurice Gonzalez, San Mateo Union High School District

Matteo V. Fasanaro, Skyline College, San Bruno

Stanley Haney, South San Francisco Unified School District

William Herbig, San Mateo County School District

W. M. Jones, Southern Pacific Transportation Company

Elinor Larsen, Environmental Committee, San Bruno

Wilfred Lowe, Assistant Director of Public Works, City of San Bruno

John Lynch, Millbrae School District

Eugene Masciarelli, Secretary, San Mateo County Airport Land Use Commission

Miles Maynard, Right-of-Way Agent, Department of Transportation

Gary Mondfrans, San Bruno

Michael Moratto, Director of Archaeological Research, San Francisco State University

Charles Okken, Hilltop Gardeners, San Bruno

Park and Recreation Commission, City of San Bruno

Terri Rasmussen, San Bruno

Noah Reese, Laguna Salada Union Elementary School District

George Stock, General Service Administration, San Francisco, Ca.

Leo Van Dusen, Director of Public Works, City of San Bruno

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APPENDIXES

Appendix A: California Natives in San Bruno Parks

Appendix B: Inventory of Existing Open Spaces in San Bruno

Appendix C: Proposals for Local Scenic Corridors

APPENDIX A

CALIFORNIA NATIVES IN SAN BRUNO PARKS*

Wild Lilac (*Caenothus*)
Toyon (*Heteromeles arbutifolia*)
California Buckeye (*Aesculus californica*)
California Oak
Jenesta (Mexican Broom)
California Poppy (*Eschscholzia californica*)
Elder
Wild Cherry
Coast Redwood (*Sequoia sempervirens*)
Monterey Pine (*Pinus radiata*)
Arizona Cypress (*Cupressus glabra*)

* This list was compiled by Roy Davis, Park Superintendent,
City of San Bruno.

APPENDIX B

INVENTORY OF EXISTING OPEN SPACES IN SAN BRUNO

PACIFIC HEIGHTS AND PORTOLA HIGHLANDS

The area includes the entire area west of Skyline Boulevard within the city limits. According to the 1970 Census of Population, 4,843 persons reside in this area.*

INVENTORY

ParksPacific Heights School Park

Location: At the site of Pacific Heights School between Exeter Drive and Skyline College.
 Status: Neighborhood Park. This site is owned by the Laguna Salada Union Elementary School District, but a joint agreement allows for both school and city use of the area.
 Area: 3 acres

Pacific Heights Park

Location: Northeastern corner of Goodwin and Longview Drives.
 Status: Neighborhood Park
 Area: 5 acres

Portola School Park

Location: At the site of Portola School and east of Amador Avenue.
 Status: Neighborhood Park. This park site is owned by the Laguna Salada Union Elementary School District, but a joint agreement allows for both school and city use of the area.
 Area: 7.6 acres

Total Park Acres for Pacific Heights and Portola Highlands: 15.6 acres
 Park Acreage per 1,000 population: 3.1 acres

* All population figures obtained from the 1970 Census of Population unless otherwise stated,

Schools

Pacific Heights School

Location: Southern terminus of Pacific Heights Boulevard
 Area: 14.2 acres of which 7 acres is useable open space. Of the 7 acres, 3 acres have already been included in the Park Inventory (Pacific Heights School Park). The net available open space is 4 acres.

Portola School

Location: Intersection of Lake Drive and Amador Drive.
 Area: 16.2 acres of which 13.1 acres is useable open space. Of the 13.1 acres, 7.6 acres have already been counted in the Park Inventory (Portola School Park). The net available open space is approximately 5.5 acres.

Skyline College

Location: Western terminus of College Drive.
 Status: The college is classified as General Open Space. It provides a scenic area for the City, but at the same time, functions as a separate entity.
 Area: 113 acres of which approximately 50 acres is open space.

General Open Spaces

Portola Highlands #1 (Parcel 17-441-290)

Location: North of Lake Drive adjacent to the Portola Highlands water reservoir site.
 Status: Privately-owned land set aside for a public utilities easement.
 Area: 0.4 acres

Portola Highlands #2 (Parcel 17-492-150)

Location: Westerly of Sneath Lane between Sneath Lane right-of-way and the San Francisco jail property line.
 Status: Privately-owned slope land.
 Area: 1.9 acres

Portola Highlands #3 (Parcel 17-461-130)

Location: A continuation of the previous strip of land between Sneath Lane and the jail right-of-way southerly of Amador Drive.
 Status: Privately-owned slope land.
 Area: 0.3 acres

General Open Spaces - cont'd.Portola Highlands #4 (Parcel 17-501-130)

Location: South of Sneath Lane between Portola Highlands School and Plumas, Inyo, and Colusa Courts.

Status: Two parcels of privately-owned land, a major portion of which is slope land, and part of which extends as an access from Colusa Court.

Area: 2.3 acres.

ROLLINGWOOD

The subdivision of Rollingwood is west of Junipero Serra Boulevard, east of Skyline Boulevard, between Sneath Lane and the northern city limits. The population is 6,897 persons.

INVENTORY

ParksMonte Verde Park

Location: East of the intersection of Oakmont Drive and Chabot Drive.
 Status: Neighborhood Park.
 Area: 5 acres

Sandburg Park

Location: Between Carl Sandburg School and Valleywood Drive.
 Status: Neighborhood Park (undeveloped)
 Area: 1.8 acres (the parcel is 2.6 acres but 1.8 acres is useable park land)

Rollingwood Park

Location: West of Crestwood Drive and south of Rollingwood Drive.
 Status: Neighborhood Park (undeveloped)
 Area: 4.6 acres (the parcel is 6.8 acres but 4.6 acres is useable park land)

Fleetwood Park

Location: On the west side of Fleetwood Drive and south of Rollingwood Drive.
 Status: Tot Lot
 Area: .3 acres

Greenwood Park

Location: West of intersection of Greenwood Way and Fleetwood Drive.
 Status: Proposed mini-park.
 Area: .9 acres

Rollingwood Community Center

Location: Intersection of Catalpa Way and Toyon Way
 Status: Small community center
 Area: .1 acres

Total Park Acres for Rollingwood: 12.7 acres

Park Acreage per 1,000 population: 1.8 acres

Schools

Monte Verde School

Location: Southeast intersection of St. Cloud Drive and Oakmont Drive.
 Area: 5.9 acres, of which 3 acres is useable open space.

Carl Sandburg School

Location: Northern terminus of Pinecrest Drive.
 Area: 10.3 acres, of which 6.5 acres is useable open space.

Rollingwood School

Location: Northeast of the eastern terminus of Cottonwood Drive.
 Area: 16.2 acres of which 6.5 acres is useable open space.

General Open Spaces

Evergreen Windbreak

Location: Approximately 100' northwest of Evergreen Drive extending from Fleetwood Drive easterly to Sandburg Park. A long corridor of evergreen trees behind residences,
 Area: 2.2 acres.

Rollingwood #1 (Parcel 17-201-600)

Location: Northeast of the Rollingwood School and northwest of intersection of Rollingwood Drive and Fleetwood Drive.
 Status: Privately-owned slope land behind the houses on lower Fleetwood Drive.
 Area: 5.1 acres.

Rollingwood #2 (Parcel 17-182-430)

Location: Located approximately at the corner of lower Fleetwood Drive and Crestwood Drive.
 Status: Privately-owned land, a continuation of Rollingwood #1
 Area: 1.0 acre.

Rollingwood #3 (Parcel 17-201-210)

Location: Southwest of the intersection of Fernwood Drive and Valleywood Drive.
 Status: Privately-owned land, sloped.
 Area: 0.9 acres.

General Open Spaces - cont'd.Rollingwood #4 (Parcel 17-124-100)

Location: A small parcel on Rollingwood Drive just north of the intersection of Greenwood and Rollingwood Drives.
Status: A small portion of land set aside for a pump station.
Area: 0.02 acres.

Fleetwood Court

Location: Intersection of Fleetwood Drive and Westborough Boulevard.
Status: Privately-owned land termed the Stoneson parcel. The parcel is approximately 1/2 an acre but including the cul-de-sac leading to the parcel, the total area is 1 acre.
Area: 1.0 acres.

Monte Verde Corridor

Location: Southerly between Fleetwood and Oakmont Drives from the northwestern city limits to the vicinity of Riviera Court.
Status: Privately-owned land subdivided into a number of long, narrow single-family lots.
Area: 9.1 acres.

CRESTMoor

The Crestmoor District is south of I-280 and east of Skyline Boulevard between Sneath Lane and Crystal Springs Road. In 1970, 6,343 persons resided here. Two recent apartment complexes have added 1,246 persons; therefore, the 1973 population is approximately 7,588 persons.

INVENTORY

Parks

Buckeye Park

Location: Bounded by Rosewood Drive, Lowell Avenue
Bennington Avenue and Alcott Road.
Status: Neighborhood Park
Area: 7.2 acres

Total Park Acres for Crestmoor: 7.2 acres.

Park Acreage per 1,000 population: 0.9 acres

Schools

Willard Engvall School

Location: Southwest of the intersection of Sneath
Lane and I-280.
Area: 20.7 acres of which 9.2 is useable open space.

Crestmoor School

Location: West of 2200 block of Crestmoor Drive.
Area: 12.1 acres of which 5.8 acres is useable
open space. 3.8 acres was acquired recently
from the Department of Transportation and
presently no definite use has been specified
for the new acreage.

John Muir School

Location: West of the intersection of Rosewood and
Crestmoor Drive.
Area: 9.3 acres of which 4.0 acres is useable open
space.

Crestmoor High School

Location: Southern terminus of Courtland Drive.
Area: 40.2 acres of which 10.1 is useable open
space.

General Open Spaces

Crestmoor Canyon

Location: The Canyon has three sections:
 20.8 acres south of Willard Engvall School
 and north of Claremont Drive;
 16.6 acres south of Crestmoor Elementary
 School, east of the proposed Interstate 380
 and west of Crestmoor Drive;
 5.3 acres north of the proposed Interstate
 380 and east of Glenview Drive.

Status: Possible regional park which can provide a
 wide expanse of scenic beauty and habitat
 for a variety of wildlife. No recreational
 facilities are provided at this time, but
 the terrain of the park does allow for
 limited hiking as well as passive
 recreational pursuits.

Area: 42.7 acres.

Crestmoor #1

Location: Northeast corner of Crestmoor south of
 Bennington Avenue.

Status: City-owned land; a moderately sloping hill
 with some bushes behind the homes on
 Bennington.

Area: 12.7 acres

Crestmoor #2

Location: Northeast of Crestmoor Drive and south of
 Princeton and Whitman Way.

Status: City-owned land; a bank of tall trees
 behind homes on Whitman Way,

Area: 11 acres

Crestmoor #3

Location: South of Princeton Drive north of Whitman Way.

Status: City-owned land; a moderate expanse between
 homes on Princeton and Whitman Way.

Area: 4.3 acres.

Crestmoor #4

Location: Between San Bruno Avenue and Princeton Drive.

Status: A narrow strip of city-owned land fronting
 on San Bruno Avenue,

Area: 4.2 acres.

General Open Spaces - cont'd.Crestmoor #5

Location: North of San Bruno Avenue and east of Trenton Drive.
Status: City-owned land fronting on San Bruno Avenue with a water tank near its western boundary.
Area: 12.5 acres.

Traeger Park

Location: North of the intersection of Glenview Drive and Ridgeway Avenue.
Status: Vacant area surrounding a city water tank.
Area: .7 acres.

HUNTINGTON PARK - PARKVIEW

This district includes all lands between Jenevein Avenue south to the City limits and from Linden Avenue west to the I-280 Freeway and contain 4,865 persons.

INVENTORY

Parks

City Park

Location: South of Crystal Springs Avenue between Cypress Avenue and Cunningham Way.
 Status: Community park offering a variety of outdoor and indoor recreational facilities.
 Area: 31.5 acres.

Junipero Serra Regional Park

Location: Southwest of City park and southeast of Crystal Springs Road.
 Status: A county park proposed as a regional resource park.
 Area: 93.3 acres.

Total Park Acres for Huntington Park-Parkview: 124.8 acres
 (31.5 city park, 93.3 regional park)

Park acreage per 1,000 population: 6.5 acres*

Schools

Capuchino High School

Location: Southeast of Park Boulevard.
 Area: 34.1 acres of which 10.0 acres is useable open space.

El Crystal School

Location: Northern terminus of Anza Way.
 Area: 4.5 acres of which 1.3 acres is useable open space.

Parkside School

Location: Between Niles Avenue and Donner Avenue.
 Area: 15 acres of which 4.0 is useable open space.

* The City park serves as a neighborhood park to this district. The regional park is not included in the park ratio per 1,000 residents.

Schools - cont'd.St. Robert's School (private school)

Location: Northwest of the intersection of Oak Avenue
and Crystal Springs Road.

Area: 1.3 acres of which 0.5 is useable open space.

General Open SpaceCunningham #1

Location: Between Cunningham Way and the I-280 Freeway.

Status: A city-owned well site with a stand of
Eucalyptus trees near the southern boundary.

Area: 2.6 acres.

Cunningham #2

Location: Northwest of the intersection of Cunningham
Way and Crystal Springs Road.

Status: The site is a mixture of flat land above
steep slopes.

Area: 2.5 acres.

MILLS PARK

Mills Park is located between Linden Avenue and the I-280 Freeway, and between San Bruno Avenue and Jenevein Avenue. It contains 3,651 residents.

INVENTORY

ParksGrundy Park

Location: Between Cherry Avenue and Oak Avenue,
and south of Park Avenue.

Status: Neighborhood Park

Area: 3.5 acres.

Total Park Acres for Mills Park: 3.5 acres

Park acreage per 1,000 population: 1.0 acres.

SchoolsEdgemont School

Location: Northwest corner of the intersection of
Jenevein and Acacia Avenues.

Area: 2.2 acres of which 1.0 is useable open space.

Decima Allen School

Location: Southwest corner of Angus and Linden Avenues.

Area: 5.1 acres of which 2.7 acres is useable open
space.

General Open SpaceGrundy Extension

Location: Across from Grundy Park, between Cherry
Avenue and Maple Avenue.

Status: A city-owned parcel used for storage.

Area: 0.4 acres.

CHERRY AVENUE - SAN BRUNO PARK - BELLE AIR - LOMITA PARK

The boundaries of this district are irregular and correspond with available population data. The district extends from the Golden Gate National Cemetery through Bayhill, and includes the region between Linden Avenue and eastern city limits from San Juan Avenue to Tanforan Avenue. The population is 9,856 persons.

INVENTORY

ParksCherry Park

Location: West of Cherry Avenue and north of I-380
 Status: Proposed as a Freeway Right-of-Way and
 Neighborhood Park.
 Area: 3.5 acres.

Diamond Street Park

Location: Northeastern part of Diamond Street and
 south of Buena Vista Avenue.
 Status: Tot lot
 Area: 0.2 acres.

Seventh Street Park

Location: East side of Seventh Street and south of
 Pine Street.
 Status: Tot lot
 Area: 0.5 acres.

Belle Air Park

Location: West of the Belle Air School at the southern
 terminus of Third Avenue.
 Status: Neighborhood Park
 Area: 3.1 acres.

San Anselmo Park

Location: Southwest corner of Santa Lucia and San
 Anselmo Avenues.
 Status: Tot lot
 Area: 0.2 acres

Total Park Acreage for Cherry Avenue - San Bruno Park - Belle
 Air - Lomita Park: 7.5 acres

Park Acreage per 1,000 population; 0.8 acres.

SchoolsBelle Air School

Location: Southern terminus of Third Avenue,
 Area: 10 acres of which 5.2 acres is usable
 open space.

El Portal Del Norte School

Location: 1280 Commodore Drive
 Area: 3.1 acres of which 1 acre is useable open space.

Palos Verdes School

Location: 1290 Commodore Drive
 Area: 3.1 acres of which 1 acre is useable open space.

General Open SpaceGolden Gate National Cemetery

Location: Northwest of the intersection of Sneath Lane
 and El Camino Real.
 Status: A cemetery and open space of national significance.
 Area: 151.5 acres.

Forest Lane Park

Location: The proposed park site is on State-owned
 freeway land and may include a portion of
 Forest Lane between Green and Easton Streets.
 Status: Unused land proposed for park use.
 Area: 0.8 acres.

Hermosa Park

Location: On the east side of Hermosa Street between
 San Mateo Avenue and Montgomery Avenue.
 Status: Vacant land owned by the State as freeway
 right-of-way under the Interstate 380 over-
 pass. The site is proposed for park use.
 Area: 0.5 acres

Lomita Park

Location: On the east side of San Antonio Avenue between
 Santa Domingo Avenue and Santa Inez Avenue.
 Status: Vacant land owned as right-of-way by the
 Southern Pacific Transportation Company and
 the City of San Francisco.
 Area: 1.8 acres.

Bayshore Circle Park

Location: Several vacant lots fronting on Bayshore
 Circle North.
 Status: Vacant, privately owned land
 Area: 0.4 acres.

APPENDIX C

PROPOSALS FOR LOCAL SCENIC CORRIDORS*

The proposals recommend types of trees or plantings along local corridors.

SAN BRUNO AVENUE

1. Between Glenview Drive and Crestmoor Drive
 - Pinus radiata* - Monterey Pine
 - Pinus torryana* - Torrey Pine
2. Between Crestmoor Drive and Interstate 280
 - Quercus ilex* - Holly Oak
 - Pinus radiata* - Monterey Pine
 - Pinus torryana* - Torrey Pine
 - Lyonathamnus floribundus* - Catalina Ironwood
3. Between Interstate 280 and Acacia Avenue
 - Eucalyptus ficifolia* - Scarlet Gum
 - Ginkgo biloba* - Maiden Hair Tree
4. Between Hensley and 3rd Avenue
 - Liquidamber Hybrids - Sweet Gum
 - Eucalyptus ficifolia* - Scarlet Gum
 - Gleditsia triacanthos* - Honey Locust
5. Between 3rd Avenue and 7th Street
 - Schinus terebinthifolius* - Brazilian Pepper Tree
 - Metrosideros tomentosa* - New Zealand Christmas Tree
 - Pittosporum crassifolium* - Karo

Plant the least wind-resistant trees such as *Lyanothamnus* in the more sheltered areas.

HUNTINGTON AVENUE

Proposals are for the east side of street along railroad tracks. There is no planting strip or space for planting trees or shrubs on the west side of Huntington Avenue between the distance of San Felipe Avenue and Sneath Lane.

* The proposals for local scenic corridors were prepared and submitted by the Hilltop Gardeners of San Bruno, under the direction of Charles R. Okken.

1. San Felipe Avenue to Georgia Avenue
 Acacia melanoxylon - Blackwood Acacia
 Eucalyptus ficifolia - Scarlet Gum
2. Georgia Avenue to Angus Avenue including Cupid Row,
 Florida Avenue and Sylvan Avenue continue with
 existing plant material which is *Pinus radiata* -
 Monterey Pine and *Callistemon* hybrid probably
 Red Chico or similiar.
3. Angus Avenue to San Bruno Avenue is landscaped.
4. Between San Bruno Avenue and Forest Lane on east
 side of Huntington Avenue only requires a few replace-
 ment plants of the same existing varieties -- Pine
 and *Callistemon*.
5. Between Forest Lane and Citation Avenue next to
 railroad tracks
 Pinus radiata - Monterey Pine
 Eucalyptus globulus compacta - Dwarf Blue Gum
6. Both sides of Huntington Avenue between Sneath Lane
 and Moore Avenue,
 (This is an undeveloped wind-swept area)
 Myoporum laetum - Many Pores
 Eucalyptus globulus compacta - Dwarf Blue Gum

SAN ANTONIO AVENUE

The East of this street is quite well planted with a naturalized mixture of *Acacia*, Pine and *Eucalyptus* among others.

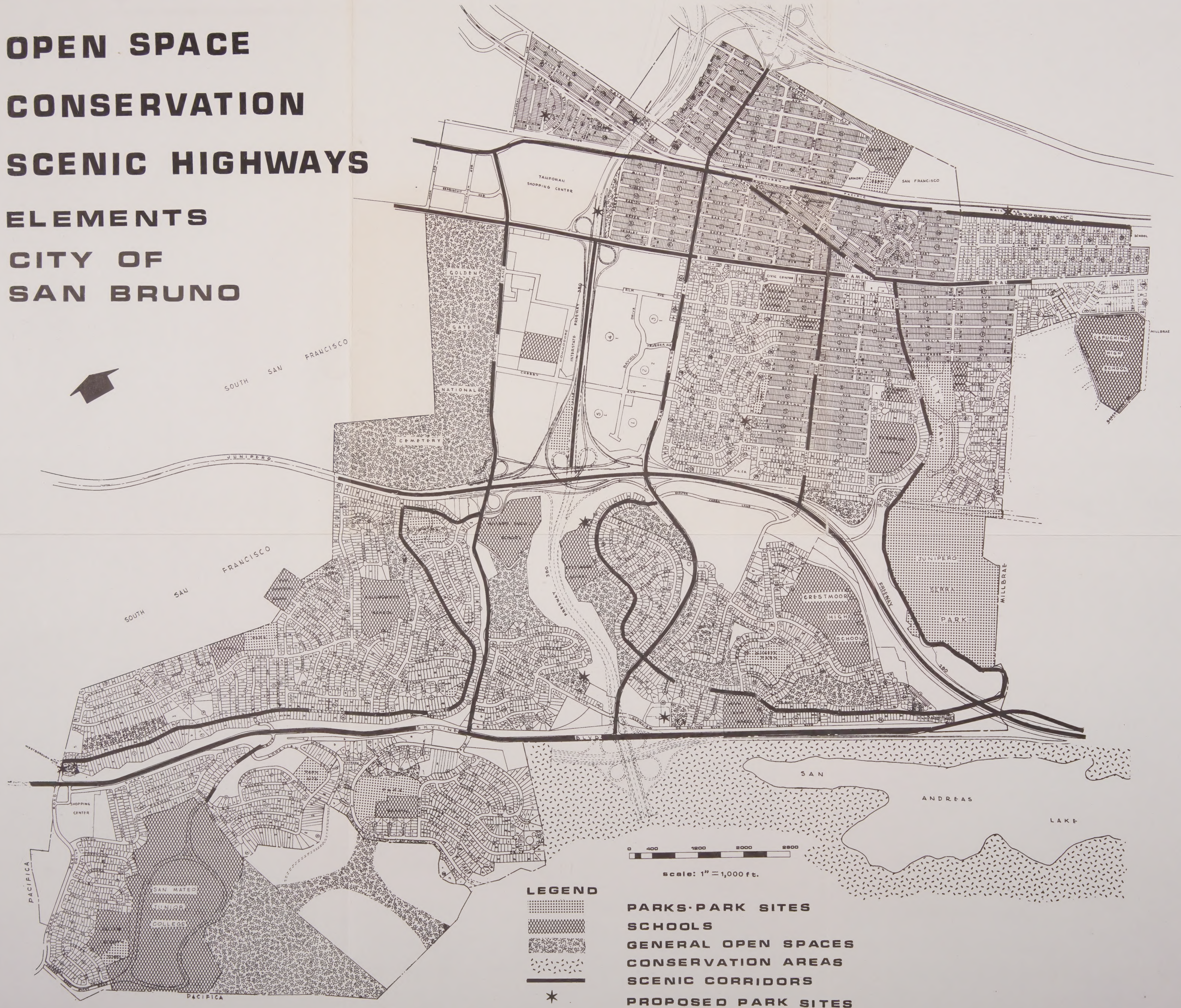
The west or housing-side has but an 18-inch planting strip next to the curb. A few trees exist.

Between Santa Helena Avenue and San Felipe Avenue suggest

Metrosideros tomentosa - New Zealand Christmas Tree
Gleditsia triacanthos - Honey Locust
Liquidamber styraciflua - Sweet Gum
Lyonothamnus floribundus - Catalina Ironwood

Plant the same kinds, wherever possible, in groups of threes or fives.

OPEN SPACE CONSERVATION SCENIC HIGHWAYS ELEMENTS CITY OF SAN BRUNO



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